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DOMINION OF CANADA

TWENTY-SIXTH REPORT

OF THE

BOARD OF  
RAILWAY COMMISSIONERS  
FOR CANADA

FOR THE YEAR ENDING DECEMBER 31,  
1930

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**THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA**  
**1930**

---

Hon. H. A. McKEOWN, K.C., *Chief Commissioner.*

S. J. McLEAN, M.A., LL.B., Ph.D., *Assistant Chief Commissioner.*

THOS. VIEN, K.C., *Deputy Chief Commissioner.*

C. LAWRENCE, *Commissioner.*

Hon. T. C. NORRIS, *Commissioner.*

J. A. STONEMAN, *Commissioner.*

A. D. CARTWRIGHT,  
*Secretary.*

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# REPORT

## OF THE

### BOARD OF RAILWAY COMMISSIONERS

### FOR CANADA

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*To the Governor in Council:*

Pursuant to the provisions of section 31 of the Railway Act, 1919, the Board of Railway Commissioners for Canada has the honour to submit its Twenty-sixth Report for the year ending December 31, 1930.

Since the publication of the last report the following amendment has been made to the Railway Act, 1919:—

#### 20-21 GEORGE V

#### CHAP. 36

An Act to amend the Railway Act

[Assented to 30th May, 1930.]

**H**IS MAJESTY, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

The *Railway Act*, chapter one hundred and seventy of the R.S., c. 170. Revised Statutes of Canada, 1927, is amended as follows:

**1.** By inserting the following section immediately after section eighty-two:—

“**82A.** Every shareholder shall be entitled to have a certificate of proprietorship signed by the officers designated by the board of directors for the purpose, certifying the number of shares held by him and the class thereof. Where any such certificate is signed by a transfer agent acting on behalf of the company, and by a registrar, the signatures of such officers may be facsimiles engraved, printed or otherwise mechanically reproduced. In case any such officer who has signed or whose facsimile signature has been placed upon such certificate shall have ceased to be such before such certificate is issued, it may be issued by the Company with the same effect as if such officer had not ceased to be such at the date of its issue.”

**2.** Subsection one of section two hundred and fifty-five of the said Act is repealed and the following is substituted therefor:—

“**255.** The railway of the company may, if leave therefor is first obtained from the Board as hereinafter authorized, but shall not without such leave, be carried upon, along or across any existing highway: Provided that the compensation, if any, payable by the company to adjacent or abutting landowners shall be determined under the arbitration sections of this Act in so far as such sections are applicable, and provided that the Board shall not grant leave to any company to carry any street railway or tramway, or any

Signatures  
on  
certificates  
may be  
facsimiles.

Railway on  
highway.

Leave.

Compen-  
sation.

Consent of municipality. railway operated or to be operated as a street railway or tramway, along any highway which is within the limits of any city or incorporated town, until the company has first obtained the consent therefor by a by-law of the municipal authority of such city or incorporated town; and provided that where leave is obtained to carry any railway along a highway the Board may require the company to make compensation to the municipality if the Board deems proper, said compensation to be determined under the arbitration sections of this Act, in so far as such sections are applicable."

Bell and whistle. 3. Section three hundred and one of the said Act is repealed and the following substituted therefor:—

"301. Every locomotive engine propelled on the railway by steam shall be equipped and maintained with a bell of at least thirty pounds weight and a whistle; and every locomotive engine, car or other mechanism, propelled on the railway otherwise than by steam, shall be equipped and maintained with such signalling appliance or appliances as may be approved by the Board."

Sale of goods. 4. Subsection two of section three hundred and fifty-six of the said Act is repealed and the following substituted therefor:—

Application of proceeds. " (2) If the tolls on live animals or goods liable to deteriorate or perish while in the possession of the company are not paid forthwith on demand, or if the tolls on bulk goods, as hereinafter defined, are not paid within two weeks after demand, or if the tolls on any other goods are not paid within four weeks after demand, the company may without further notice to the consignee or owner advertise and sell the whole or any part of the goods and out of the money realized from such sale retain the tolls payable and all reasonable charges and expenses of such seizure, detention, advertisement and sale. 'Bulk goods' for the purposes of this subsection shall mean and include carload lots of coal, coal products, wood, sand, gravel, brick, scrap metal, and of such other goods as may be approved by the Board."

PUBLIC SITTINGS OF THE BOARD

During the year covered by the period from January 1, 1930, to December 31, 1930, the Board held 64 public sittings at which 162 applications were heard. The number of public sittings held in the various provinces were as follows:—

Provinces	Number
Ontario . . . . .	35
Quebec . . . . .	8
Manitoba . . . . .	3
Saskatchewan . . . . .	1
Alberta . . . . .	6
British Columbia . . . . .	2
Nova Scotia . . . . .	4
New Brunswick . . . . .	1
Prince Edward Island . . . . .	1
Total . . . . .	64

The applications include a great variety of matters falling within the jurisdiction of the Board under the Railway Act, varying from a complaint of a private individual to weightier matters of general public interest affecting the community as a whole.

## FORMAL AND INFORMAL MATTERS

The number of informal matters dealt with by the Board, as distinguished from matters heard at public sittings, constitute a considerable percentage of the total applications and complaints dealt with by it; that is to say, of a total of 3,664 applications and complaints received and dealt with by the Board, 95 per cent were disposed of without the necessity of such formal hearing. These informal complaints, dealt with and settled without the necessity of hearing, entail in many instances a considerable amount of inquiry and consideration on the part of the Board's officials, and cover a wide range of subjects, as, for example, a complaint of a more or less trivial nature to a matter of general public interest affecting the community as a whole, or involving the application of some general principle, regarding the railway rates.

## RAILWAY GRADE CROSSING FUND

In accordance with the provisions of subsection (5) of section 262 of the Railway Act, 1909, provision was made that the sum of \$200,000 each year, for ten consecutive years from the 1st day of April, 1919, be appropriated and set apart from the consolidated revenue fund for the purpose of aiding actual construction work for the protection, safety and convenience of the public in respect of highway crossings of railways at rail level, in existence on the 1st day of April, 1909, the said sums to be placed to the credit of a special account to be known as the "Railway Grade Crossing Fund," to be applied by the Board, subject to certain limitations set out in the Act, and amending Acts, solely towards the cost (not including that of maintenance and operation) of actual construction work for the purpose specified.

In 1928, the Railway Act was amended by chapter 43, 18-19 George V, and provision was made that in the case of any one crossing the total amount of money to be applied by the Board out of the Railway Grade Crossing Fund, in providing protection, safety and convenience for the public, shall be 40 per cent of the cost of the actual construction work, and in no case shall the contribution exceed \$100,000.

Provision is also made that in case any province contributes towards the Railway Grade Crossing Fund, the Board may apportion, direct and order payment out of the amount so contributed by such province for the purpose of said fund, subject to any conditions and restrictions made and imposed by such province in respect of its contribution.

From the 1st day of April, 1909, to the 31st day of December, 1930, the Board has ordered contributions from the Railway Grade Crossing Fund towards the protection of 1,299 crossings, as follows:—

By automatic interlocking plants (street railway protection).....	14
By closing crossings.....	155
By crossings eliminated.....	84
By diversion and overhead bridge.....	5
By diversion and subway.....	3
By diversion to subway.....	4
By electric bell.....	208
By electric bell and flashlight.....	2
By electric bell and wigwag.....	367
By electric bell and wigwag and removing obstructions to view.....	7
By easing curve on approach to bridge.....	1
By gates.....	125
By gates—automatic.....	3
By gates and half interlocker.....	1
By grade reduction on crossing approaches.....	6
By footbridge.....	1
By lengthening ringing circuit of bells.....	2
By lightning flash signals.....	50
By overhead bridges.....	53
By removing obstructions to view.....	83



By removing obstructions to view and reducing grade.....	6
By shelter (watchman's) . . . . .	1
By subways . . . . .	107
By towers (watchman's) . . . . .	3
By tunnel . . . . .	1
By wigwags.....	7

There were 202 highway diversions constructed which made it possible to close 155 crossings, and eliminate traffic from 84 crossings.

During the year 1930, protection was provided at 153 crossings, as follows:—

By closing crossings.....	23
By crossings eliminated.....	30
By diversion and overhead bridge.....	5
By diversion and subway.....	3
By electric bell and wigwag.....	51
By footbridge . . . . .	1
By grade reduction and widening approaches.....	4
By grade reduction and improving view.....	2
By overhead bridge . . . . .	6
By removing obstructions to view.....	16
By subway . . . . .	11
By wigwag . . . . .	1

There were 35 highway diversions constructed during the year 1930, which made it possible to close 23 crossings and eliminate traffic from 30 crossings.

## GENERAL ORDERS

The following is a brief summary of some of the matters dealt with under the Board's General Orders during the year ending December 31, 1930:—

General Order No. 483, dated March 5, 1930, directing that all railway companies subject to the Board's jurisdiction adopt the following regulations in the operation of grade crossings protected by automatic signals or automatic gates:

That when a train or engine passes over any crossing protected by automatic signals or automatic gates and does not go beyond the end of the circuit (in most cases located approximately 2,000 feet from the crossing), before making a reverse movement over the same crossing, it will be necessary for trainmen to flag the crossing.

General Order No. 484, dated April 7, 1930, directing that all railway companies subject to the Board's jurisdiction adopt and use a hand signal by day and a signal by clear (white light) lantern at night to protect the movements of vehicles over railways at highway crossings at which trainmen are required to protect during the time trains are uncoupled at such crossings.

General Order No. 485, dated May 30, 1930, directing that General Order No. 483 be amended by adding at the end thereof the words "the end of the circuit at such crossings to be marked by a small finger-board with the words 'end of block' or 'end of circuit.'"

General Order No. 486, dated July 7, 1930, directing that the "Regulations With Respect to Railway Safety Appliance Standards" approved under the Board's General Order No. 102 be amended by providing that on tenders of the Vanderbilt type, with three filling-holes, there shall be a hand-rail four inches above the level of the top running-board not less than one inch in diameter, extending from the present hand-rail, which extends from the coal space to within twenty inches of the first filling-hole, to the rear end of the tender at each side of the top running-board.

General Order No. 487, dated September 22, 1930, directing that effective October 1, 1930, solid fiberboard boxes, complying with Container Specifications 23A, 23B, 23C, 23D, and 23E, published in Agent B. W. Dunn's tariff No. 2 on file with the Board under C.R.C. No. 2, may be used for shipping freight over railways in Canada subject to the Board's jurisdiction.

General Order No. 488, dated October 2, 1930, rescinding Order No. 45469, dated September 24, 1930, and providing that a form of release of liability in respect of travelling on non-passenger cars be approved as therein set out.

General Order No. 489, dated October 14, 1930, rescinding the Board's General Order No. 487, dated September 22, 1930, and directing that effective October 1, 1930, solid fiberboard boxes, complying with Container Specifications 23A, 23B, 23C, 23D, and 23E, published in Agent B. W. Dunn's Tariff No. 2, on file with the Board under C.R.C. No. 2, may be used for shipping classes of freight permitted by the said tariff to be shipped in such containers over railways in Canada subject to the Board's jurisdiction.

## GENERAL DECISIONS AND RULINGS OF THE BOARD

Submitted herewith, epitomized, are some of the more important matters dealt with by the Board at its public sittings for the year ending December 31, 1930.

### CITY OF TORONTO V. CANADIAN PACIFIC AND CANADIAN NATIONAL RAILWAY COMPANIES

#### (North-West Grade Separation)

#### *Grade Separation — North West Toronto — Grade Crossing Fund — Amount expended in Toronto*

The application of the city of Toronto for an order directing the Canadian Pacific and Canadian National Railway Companies to proceed with grade separation on St. Clair avenue and Lansdowne avenue following the judgment of the Board of May 8, 1924, was dismissed upon the ground that the situation had not altered since the judgment of the Board in 1928 (see 34 C.R.C. 143) wherein it was stated that upon the record of expenditures in the city of Toronto for grade separation and having in mind the question of general needs the Board would not be justified in making an order involving further expenditure by the railway companies and further contribution from the grade crossing fund.

It was pointed out that from a total expenditure from the railway grade crossing fund to date amounting to \$1,970,012.24 the amount expended in the city of Toronto was \$1,460,084.71.

The facts are fully set out in the judgment of the Chief Commissioner, dated January 3, 1930, concurred in by the Assistant Chief Commissioner. C.R.C., Vol XXXVI, p. 243.

### CITY OF QUEBEC V. QUEBEC RAILWAY, LIGHT AND POWER COMPANY

#### *Contract—City—Railway—Statute.*

Upon application of the city of Quebec for an order directing the Quebec Railway, Light and Power Company to carry out the terms of a contract entered into by the city and the railway company, which contract was ratified and confirmed by Act of the Province of Quebec, 15 George V, c. 91, s. 5, the Board ordered pursuant to section 35, Railway Act, R.S.C. 1927, section 35, that the railway company construct a "Y" track at the end of its steel on Garnier street and a passing track on Marguerite Bourgeois street, and that the company operate its cars on the said streets on regular intervals in accordance with the terms of the contract.

The facts are fully set out in the judgment of the Deputy Chief Commissioner, dated January 4, 1930, concurred in by Mr. Commissioner Norris, C.R.C., Vol. XXXVI, p. 246.

HAMILTON STREET RAILWAY COMPANY v. TORONTO, HAMILTON AND BUFFALO RAILWAY COMPANY

(Aberdeen Avenue Crossing Case)

*Railway Crossing at Grade—Spur—Trains Stopping at Crossing—Running Rights of Senior Company taken over by Third Company—No Forfeiture of Rights—Seniority Affirmed.*

Upon an application to determine seniority rights in the following circumstances:—

In 1913 the Board authorized the Toronto, Hamilton and Buffalo Railway Company (Toronto company) to cross on the level the tracks of the Hamilton and Dundas Street Railway Company (Dundas company) on Aberdeen avenue, Hamilton, and in 1919 by a further order the Toronto company was authorized to operate a spur on Aberdeen avenue crossing the line of the Dundas company. Certain conditions were imposed including the Toronto company's trains first stopping at the crossing.

In 1926 the Board authorized the Toronto company to operate its trains over the crossing without stopping as provided by the previous orders. Shortly after the Dundas company had ceased to operate its cars on Aberdeen avenue, the Hamilton Street Railway Company (Hamilton company), having taken over the running rights of the Dundas company within the city of Hamilton under agreement with the corporation, as confirmed by Ontario statute, chapter 140, 17 Edward V (1927), operated the street railway on Aberdeen avenue up to the Toronto, Hamilton and Buffalo crossing.

The Board held that there had been no forfeiture of rights by the Dundas company and affirmed the seniority of the Hamilton company over the Toronto company at the crossing of Aberdeen avenue.

The facts are fully set out in the judgment of the Chief Commissioner, dated June 5, 1930, concurred in by the Assistant Chief Commissioner, C.R.C., Vol. XXXVII, p. 109.

WESTERN CANADA FLOUR MILLS, LIMITED, *et al* v. CANADIAN NATIONAL AND CANADIAN PACIFIC RAILWAY COMPANES

*Tolls—Wharfage Charges—Vancouver, B.C.—Absorption by Railways—Jurisdiction of Board.*

Upon complaint against proposed amendments to tariffs of the Canadian Pacific Railway and Canadian National Railways eliminating the provisions providing for the absorption of terminal charges, including charges for unloading, switching and wharfage upon import and export traffic via Vancouver and Victoria, B.C., the Board, upon hearing what was alleged by the interested parties and upon objection by the railway companies that the Board lacked jurisdiction in the matter, decided that it should of its own motion state a case in writing to the Supreme Court of Canada under section 43, subsection 1, of the Railway Act, R.S.C. 1927, c. 170, as to the jurisdiction of the Board in the matter of wharfage charges on a movement from a point in Canada to a foreign country.

The following cases were referred to:—

(General Freight Rates Investigation, 33 C.R.C., 127; Port Arthur and Fort William Boards of Trade v. Canadian Freight Association, 24 C.R.C., 80; in re Carriage Tolls, 19 C.R.C., 389; Toronto Board of Trade v. G.T.P., C.P.R. and C.N.R., 26 C.R.C., 180; Brant Milling Co v. G.T. P.R., Co., 4 C.R.C., 259; Montreal Produce Merchants' Association v. G.T.



and C.P. Ry. Cos., 9 C.R.C., 232; Graham Co. v. Canadian Freight Association, 22 C.R.C., 355; Dominion Atlantic Ry. Co. v. N.S. Shippers' Assn. and C.N.R., 27 C.R.C., 182, and Leonard Warehouses, Ltd., v. C.P.R., C.N.R. & Great Northern Ry. Cos., 34 C.R.C., 196.)

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated January 13, 1930, concurred in by the Deputy Chief Commissioner and Mr. Commissioner Lawrence. C.R.C., Vol. XXXVI, p. 270.

CANADIAN PACIFIC AND BRITISH COLUMBIA ELECTRIC RAILWAY COMPANY V. CANADIAN NATIONAL RAILWAYS, *et al*

*Tolls—Joint—Unjust Discrimination—Jurisdiction of Board—Dismissal.*

Application of the British Columbia Electric Railway Company and the Canadian Pacific Railway for a review and rescission of the Board's Order No. 42808, dated June 10, 1929, directing that joint rates be published between stations on the Vancouver and Lulu Island Railway and points on the Canadian National Railways, was dismissed and the order confirmed and reinstated to become effective on March 15, 1930.

Held:

1. The Vancouver and Lulu Island Railway Company, incorporated by an Act of the Legislature of British Columbia (54 Victoria, chapter 60, 1891), and its undertaking having been declared by Parliament to be for the general advantage of Canada (1 Edward VII, chapter 86 1901), is subject to the jurisdiction of the Board of Railway Commissioners for Canada.

2. The British Columbia Electric Railway Company, being incorporated under the laws of Great Britain, is also subject to the jurisdiction of the Board by virtue of section 6, subsection 1 (a), of the Railway Act (R.S.C. 1927, chapter 170).

3. Stock ownership is not a factor to be considered in rate-making so long as the mode of operation and corporate entity remain distinct and separate.

4. The tariffs published by the British Columbia Electric Railway Company as operator of the Vancouver and Lulu Island Railway were lower for the same or similar services, or on the same or similar goods between Lulu Island points and the Canadian Pacific Railway, Great Northern Railway and Northern Pacific Railway territories than between the same points and Canadian National Railways territory, and were therefore contrary to sections 314 (4) and 319 of the Railway Act.

5. Under section 325 of the Railway Act, the power of the Board to fix, determine and enforce just and reasonable rates cannot be limited by any agreement; the Board may properly consider such agreement; but its powers are not affected by it.

The facts are fully set out in the judgment of the Board, dated March 7, 1930, C.R.C., Vol. XXXVI, p. 263.

NICHOLS CHEMICAL COMPANY, LIMITED V. CANADIAN PACIFIC RAILWAY COMPANY

*Tolls—Sulphuric Acid—Unjust Discrimination—Reasonableness—Cost of Production*

The complaint of the Nichols Chemical Company, Limited, alleging unjust discrimination in the matter of rates on sulphuric acid from Tadanae, B.C., to Ioco, B.C., was dismissed by the Board on the grounds that

1. The complaint was based upon an incorrect assumption as to the relationship of commodity rates to standard mileage rates, and that no definite relationship between the two types of rates existed.



2. That mere differences in cost of production was not the criteria of reasonableness or unreasonableness of rates.

3. That the rates concerned were not shown to be unreasonable or unjustly discriminatory.

The following cases were referred to:—

Canadian Portland Cement Co. v. G.T.R., 9 C.R.C. 209; and Calgary Board of Trade v. C.N.R. and C.P.R., 36 C.R.C. 106.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated March 21, 1930, concurred in by Mr. Commissioner Norris. C.R.C. Vol. XXXVI, p. 347.

CANADIAN PACIFIC RAILWAY COMPANY v. CANADIAN NATIONAL RAILWAY COMPANY  
(Reynaud Crossing Case)

*Railway Crossing—Interlocker—Apportionment of Cost—Senior and Junior—  
Title—Function of Board*

Upon consideration of the question of apportionment of the cost of the interlocking plant at the grade crossing of the Canadian National Railway by the Canadian Pacific Railway at Reynaud, Saskatchewan, Mileage 60.19 of the Lanigan to Prince Albert Branch of the Canadian Pacific Railway the Board held, following the Kaiser Crossing Case, C.N.R. v. C.P.R., 7 C.R.C. 297, that the Canadian National is senior at the point of crossing and the cost attaching to the crossing must be borne by the Canadian Pacific as the junior company, the Canadian National being a railway in actual occupation with existing work upon the ground and owner of the fee at the point of crossing under plan duly filed under the provisions of the Expropriation Act pursuant to its Act of Incorporation, R.S.C. (1927), chapter 172, sections 17 and 21. The title of the Canadian National is not open to question before the Board, whose function is not to pass upon the constitutionality of Acts of Parliament.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated April 15, 1930, concurred in by Mr. Commissioner Lawrence, Mr. Commissioner Norris and Mr. Commissioner Stoneman. C.R.C., Vol. XXXVII, p. 95.

CANADIAN PACIFIC RAILWAY COMPANY v. CANADIAN NATIONAL RAILWAY COMPANY  
(Sudbury Crossing Case)

*Railway Crossing—Overhead Bridge—Senior and Junior—Additional Tracks—  
Grade Revision and Double Tracking—Cost of Raising Bridge—  
Statutory Clearance*

In 1912 the Board granted an application of the Canadian Northern Ontario Railway Company to cross the main line and tracks of the Canadian Pacific Railway Company (senior) by an overhead crossing on lot 6, concession 4, township of McKim, district of Sudbury, Ontario, the junior company to make provision for additional tracks whenever the senior company requires them. In 1929 the senior company being engaged in revising its grade and double tracking its line, the Board granted an application to construct a second track across the tracks of the Canadian National Railways (the successor to the Canadian Northern Ontario Railway Company) and the latter company was required to raise the overhead bridge at the crossing at its own expense, so as to give the full statutory clearance over the double track of the senior company.

(Quebec Ry. L. & P. Co. v. C.P.R. et al, 28 C.R.C. 17, at p. 19; G.T.P. Ry. Co. v. United Counties Ry. Co. (St. Hyacinthe case), 7 C.R.C. 294; London Ry. Commission v. Bell Telephone Co., 18 C.R.C. 435; Can-

adian Northern Ry. Co. v. C.P.R. 11 C.R.C. 432; Maritime Telegraph & Telephone Co. v. D.A. Ry. Co. and Baird v. C.P.R., 20 C.R.C. 213, referred to.)

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated April 17, 1930, concurred in by Mr. Commissioner Norris. C.R.C., Vol. XXXVII, p. 101.

IMPERIAL OIL COMPANY LIMITED, TORONTO, ONT. v. PERE MARQUETTE RAILWAY COMPANY

*Tariffs—Tolls—Joint-Interswitching—Non-competitive—Working Arrangements  
Between Carriers—Ruling*

Upon application of the Imperial Oil Company, Limited, Toronto, for a ruling from the Board that: (1) the rate of 16½ cents per cwt. on petroleum products in carloads from Sarnia, Ont., to Chatham, Ont., as published in Pere Marquette Railway Tariff, C.R.C. No. 2553, is a competitive rate and that the traffic carried thereunder is not subject to interswitching charges when for delivery on the C.W. and L.E. Railway; and (2) Chatham is intermediate to Charing Cross, Ont., and therefore the rate of 16½ cents, which is the published rate in effect between Sarnia and Charing Cross, applies as a maximum; the Board held:

1. That a provision in the Pere Marquette Tariff, C.R.C. No. 2553, had the effect of making the rate on petroleum and petroleum products from Sarnia to Chatham applicable via Pere Marquette Railway only;

2. That the consummation of prorating and working arrangements is a prerequisite to the establishment of joint rates, which arrangements did not exist in this case.

3. That no violation of the long and short haul clause of the Railway Act was proven in connection with the application of the 16½ cent rate to Charing Cross via Chatham, making the latter point intermediate.

(Canadian Lumbermen's Ass'n. v. C.N.R., 17 B.R.C. 583, referred to and distinguished.)

The facts are fully set out in the judgment of the Board, dated May 20, 1930. C.R.C., Vol. XXXVI, p. 440.

WESTFIELD COUNTRY CLUB, WESTFIELD CENTRE, N.B., *et al*, v. CANADIAN PACIFIC RAILWAY COMPANY

(St. John River Bridge Tolls Case)

*Tolls—Passenger—Commutation Fares—St. John River Bridge—Tariffs—  
Constructive Mileage—Order No. 29152*

Tariff regulations of the Canadian Pacific Railway Company provided that in computing passenger mileage to or from Saint John, N.B., and any point east of Megantic, P.Q., four miles one way and eight miles for round trip should be added to or from Saint John to cover tolls for the bridge, which had been built to connect Saint John with the railway line which previously stopped at West Saint John, necessitating ferrying passengers and freight across to the city of Saint John.

Upon complaint *re* the commutation tolls from suburban centres to the city of Saint John, it was held by the Board:

(1) That the provisions of order No. 29152 of April 1, 1920, implementing the decision rendered on that date in the Commutation Rate Case (25 C.R.C. 409) laid down a general basis of commutation rates applicable to Eastern Canada.

(2) That the manifest intention of the judgment in the Commutation Rate Case was to have a general scheme which, in the territory to which it was applicable, would not consider differences as between one mile and another of ordinary track.

(3) That the principle set out in that judgment had been applied in the case of movements over the bridge at Saint John, and in addition the factor of constructive mileage had been introduced.

(4) That this principle of commutation rates should apply out of Saint John without introducing the factor of constructive mileage.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated May 21, 1930, concurred in by Mr. Commissioner Lawrence. C.R.C., Vol. XXXVII, p. 130.

WINNIPEG ELECTRIC RAILWAY COMPANY *v.* CANADIAN NATIONAL RAILWAY COMPANY  
*Railway Crossing—Single Track—Double Track Subsequently Built—Construction, Maintenance, Operation and Protection—Cost Senior and Junior*

The Winnipeg Electric Railway Company authorized under municipal by-law to construct and operate a single or double track line on any street in the city of St. Boniface, having built a single track along Tache Avenue, afterwards crossed by a spur of the Canadian National Railway Company was held to retain its seniority for an additional track when subsequently built, the cost of construction, maintenance, operation and protection of the second crossing to be borne by the Canadian National Railway Company.

(G.T.R. v. United Counties Ry. Co., 7 C.R.C. 294; G.T.R. v. Kitchener, 2 C.R.C. 13; City of Edmonton v. G.T.P. and C.N.R., 15 C.R.C. 443, referred to and followed.)

The facts are fully set out in the judgment of the Deputy Chief Commissioner, dated May 22, 1930, concurred in by Mr. Commissioner Stoneman. C.R.C., Vol. XXXVI, p. 420.

JAMES GOLDIE COMPANY, LIMITED *v.* CANADIAN NATIONAL RAILWAYS  
*Tariffs—Grain—Grain Products—Stop-over—Warehousing and Reassembling—Reshipping—Balance of Through Rate—Unjust Discrimination.*

Upon application of the James Goldie Company, Limited, of Toronto, Ont., for an order directing the Canadian National Railways to accord to the applicant arrangements for stop-off at Montreal, P.Q., and Moncton, N.B., for warehousing and reassembling and privileges of reshipping to points in Quebec and the Maritime Provinces at the balance of the through rate, on all shipments of grain products from mills at interior points in Ontario, upon the same basis of equality as to rates, privileges and transportation services as was accorded and allowed under published tariffs to shipments of ex-lake grain products from Ontario bay ports to Montreal and other points in Quebec and the Maritime Provinces, the Board directed that the interior mills should be placed upon a parity in respect of privileges and rates with their competitors operating from Bay ports.

Upon consideration of the whole situation and upon hearing the arguments contra by the representatives of the carriers, the Board held that the granting of such privileges to shipments from bay ports, namely the privilege of stop-over for warehousing and re-assembling and reshipment to final destination at the balance of the through rate, and the withholding of such privilege from shipments from interior mills created unjust discrimination.

(Dominion Millers' Association v. Canadian Freight Association, 29 C.R.C. 339, referred to.)

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated May 26, 1930, concurred in by Mr. Commissioner Norris. C.R.C., Vol. XXXVI, p. 428.



## HENRY WISMER V. DETROIT-WINDSOR SUBWAY COMPANY

*Tunnel—Obstruction of Highway—Loss of Business and Profits—Compensation—County Judge—Railway Act, Section 255*

Upon an application by Henry Wismer for an order directing compensation to be paid by the Detroit-Windsor Subway Company for loss of profits to his business by reason of the temporary obstruction of London street during construction of the Windsor entrance to the tunnel under the Detroit river, the Board directed the dispute to be referred to the county judge for adjudication under section 255 of the Railway Act, but without deciding whether such claim is valid in law under the facts which may be shown before the county judge having regard to the rule laid down in *C.P.R. v. Albin*, 24 C.R.C., at p. 436; 49 D.L.R., at p. 630, following *Howard v. Metropolitan Board of Works* (1888), 4 T.L.R. 591, that where access to a man's premises has been so obstructed as to affect the owner's business or trade, a right to compensation arises, based on a diminution in value of his property by reason of the construction of the works complained of.

The facts are fully set out in the judgment of the Chief Commissioner, dated May 26, 1930, concurred in by the Assistant Chief Commissioner. C.R.C., Vol. XXXVI, p. 423.

## TOWN OF SANDWICH V. EXPRESS TRAFFIC ASSOCIATION

*Express-Free Delivery Limits—Rates—Extension—Adjoining Municipalities*

Upon application of the Municipal Corporation of the Town of Sandwich for an order directing the Canadian Pacific Express Company, the Canadian National Railways Express Department, and the American Railway Express Company to extend the free local collection and delivery zone for express traffic from the city of Windsor, or to create a free local collection and delivery zone in a portion of the town of Sandwich, which application was opposed by the Express Traffic Association on the ground that the volume of traffic at Sandwich did not warrant the expense involved in such service, it was held by the Board:—

(1) That the Board in the past has not ordered a wagon service to be installed at any point; but has from time to time, by order, enlarged the existing delivery limits, when streets have been paved and the density of population was such as, in the opinion of the Board, warranted placing the extra cost of the extended service on the companies.

(2) That where throughout the entire corporate limits the volume of traffic and the population are sufficiently dense, and other requisites exist, free delivery would be within the rules laid down in the judgment of the Board in *Express Traffic Association v. Cities of Montreal, Toronto, Winnipeg, et al* (1919), 25 C.R.C. 61, and where two municipalities have actually grown together with an unbroken density of population and volume of business and with equal conditions on both sides of the border line, no reason exists why a continuation of such service should not prevail throughout the two neighbouring municipalities, to the degree and extent to which they conform to the other requisites of service embodied in the rules. Personal inconvenience in individual cases should not change the application of the rules laid down by the Board.

(3) That the free cartage and delivery limits in the city of Windsor should be extended to include that portion of the town of Sandwich adjacent thereto, which conforms to the provisions of the judgment of the Board dated July 17, 1919, *supra*, as applicable to one municipality.



The rules referred to are fully set out in present judgment at pp. 144-5.

*Express Traffic Association v. Cities of Montreal, Toronto, Winnipeg, et al*,  
25 C.R.C. 61, applied.

The facts are fully set out in the judgment of the Chief Commissioner, dated June 2, 1930, concurred in by the Assistant Chief Commissioner. C.R.C., Vol. XXXVII, p. 139.

#### DOMINION ATLANTIC RAILWAY COMPANY V. CANADIAN NATIONAL RAILWAYS

*Tariffs—Interswitching—Argentine Corn—Halifax, N.S.—Domestic Shipments*  
—Order No. 35735—Ruling

Order of the Board No. 35735, dated October 27, 1924, provided that the charge of the Canadian National Railways for interswitching c.l. traffic (ex water or for furtherance by water) to or from the Dominion Atlantic Railway between Halifax yards and Deepwater terminals, should be (with certain minimum rates and weights) 1 cent per 100 pounds; and further provided for absorption of not less than one half the charge in the event of publication of the same switching toll by the Canadian National Railways between Halifax yards and Richmond and ocean terminals. This last mentioned charge was established by the Canadian National Railways. Upon complaint of the Dominion Atlantic Railway that the Canadian National were about to assess a local switching rate of 3 cents per 100 pounds on traffic when for Dominion Atlantic points competitive with the Canadian National Railways, the Board ruled that the interswitching rate of 1 cent per 100 pounds published in item 50, section 2-C of Canadian National Railways, Tariff C.R.C. E-1456 was applicable to the movement of Argentine corn between ocean terminals and the Dominion Atlantic Railway.

*Held:* That order No. 35735 and the tariff involved relate to traffic ex-water for furtherance by water and that the provisions made no distinction dependent upon whether the traffic moved under special import or export rates or at local or domestic rates.

The facts are fully set out in the judgment of the Board, dated September 10, 1930. C.R.C., Vol. XXXVII, p. 117.

T. H. ESTABROOKS LIMITED, SAINT JOHN, N.B., V. CANADIAN FREIGHT ASSOCIATION  
*Tolls—Commodity—Tea—Unjust Discrimination—Previous Judgment—Appli-*  
*cation to Vary, Rescind or Rehear—Onus—Dismissed*

Upon application to vary or rescind the judgment of the Board dated October 18, 1928, 34 C.R.C. 362, wherein it was held that commodity rates on tea from Vancouver, B.C., to points in Western Canada had not been shown to create unjust discrimination against Saint John, N.B., or to rehear the whole complaint, the Board upon hearing the evidence adduced, held:

(1) That one criterion of unjust discrimination is whether the district in whose favour discrimination is alleged has profited at the expense of the locality against which it is alleged the discrimination has taken place.

(2) That some affirmative evidence is required as to how the rates complained of react to the detriment of the applicant.

(3) That variations in the amount of sales are not conclusive in the absence of evidence showing specifically that the rate factor was the one responsible for the variation.

(4) That in this instance an affirmative showing of unjust discrimination or undue preference had not been made.

The application was dismissed.

Wegenast v. G.T.R., 8 C.R.C. 42, at p. 45; Toronto and Brampton v. G.T.R. and C.P.R., 11 C.R.C. 370, at p. 375; Massiah v. C.P.R., 17 C.R.C. 88; Ontario Paper Co. v. G.T.R., 24 C.R.C. 177; Spanish River Pulp & Paper Co. v. C.P.R. *et al*, 28 C.R.C. 100, at p. 112; James Goldie Co. v. C.N.R., 36 C.R.C. 428, referred to and followed.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated September 11, 1930, concurred in by Mr. Commissioner Lawrence. C.R.C., Vol. XXXVII, p. 134.

#### CANADIAN NATIONAL RAILWAYS, *et al*, v. GEBO COAL COMPANY, LIMITED

*Construction—Mines—Compensation—Lands—Minerals—Powers of Board—Railway Act, Section 196 (2), Section 185 (1)—Incidental Damages*

By Order No. 42530, dated April 29, 1930, as amended by Order No. 44239, dated January 24, 1930, the Canadian National Railways were directed under the provisions of section 185 of the Railway Act to build, maintain and operate an industrial spur from the end of steel of the Luscar Collieries branch line a distance of about six miles to the property of the Gebo Coal Company.

Upon application of the Canadian National Railways and the Luscar Collieries, Limited, under Section 197 of the Railway Act for an order fixing such compensation, if any, as may be found payable by reason of the severance of the land lying over the mines of the latter company due to construction of the spur and compensation for any minerals which cannot be obtained by reason of the construction of the spur, and upon application of the Gebo Coal Company, Limited, for a declaratory order to the effect that by reason of the terms of an agreement dated July 1, 1927, between the railway and the Luscar Collieries, Limited, no compensation could be claimed by or paid to the Luscar Collieries, Limited, on account of the construction or operation of the spur line to the lands of the Gebo Coal Company, Limited, the Board held:

1. That since the passing of Section 197 of the Railway Act compensation to mine owners either for severance of land or for minerals is no longer necessarily to be made when the right of way is expropriated, but is to be made if and when occasion arises upon an application under Section 196 (2) at which time the actual damage sustained can be accurately determined, and the amount so determined will become part and parcel of the incidental damages referred to in Section 185 (1) of the Act.

2. That therefore no order should be made at present for payment or deposit of compensation in respect of minerals and that as the Crown, as owner of the surface rights, had given its consent the railway should be required forthwith to carry out the directions of the previous order.

Order No. 45195 issued under date of August 4, 1930, directed the Canadian National Railways to carry out the provisions of Order No. 42530, and the amendments thereto, the work to be commenced within thirty days and completed within ninety days of the date of the order, without prejudice to the rights of all interested parties as regards the question of compensation and the questions of law arising out of the agreement between the Luscar Collieries and the Canadian National Railways dated July 1, 1927.

The facts are fully set out in the judgment of the Deputy Chief Commissioner, dated August 4, 1930, concurred in by Mr. Commissioner Norris and Mr. Commissioner Stoneman. C.R.C., Vol. XXXVII, p. 238.

UNITED FARMERS OF ALBERTA V. CANADIAN PACIFIC AND CANADIAN  
NATIONAL RAILWAYS

*Tariffs—Live Stock—Western Canada—Stop-off—Completion of Load—Truck Competition—Unjust Discrimination—Eastern Canada—Carrier's Discretion.*

Tariffs of the Canadian National and Canadian Pacific Railways in Western Canada contain a provision permitting live stock to be stopped off once in transit to complete loading on the direct line of transit between point of shipment and original billed destination, at a charge of \$3 per car. Upon application for an order of the Board directing that the tariffs be revised to allow for two stop-offs for completion of loading at a charge of \$3 per stop-off, the United Farmers of Alberta alleged: (1) That motor truck competition was detrimental to the marketing of live stock by the United Farmers' organization and that the railway companies should meet this competition by means of the additional stop-off privilege; and (2) that arrangements in Eastern Canada permitted of more than one stop-off for completion of loads, which created discrimination against Western Canada.

The Board dismissed the application. It was held:

1. That as for the motor truck competition alleged, it was within the discretion of the railway companies to meet such competition; that the railway companies have a right to establish competitive rates, but the board does not direct their establishment as a matter of compulsion.

2. That existence of an arrangement in Eastern Canada, established under the particular conditions there existing, and the absence of a similar arrangement in Western Canada, is not necessarily unjust discrimination of the character forbidden by the Railway Act, and that no evidence had been offered to show that the arrangement in Eastern Canada was in any way detrimental to the western industry.

3. That the privilege applied for could not be granted without creating a serious disturbance in the railway service and without serious inconvenience and injury to the live stock industry at large, and to the shippers of carload lots in particular.

(*Brampton v. G.T.R. & C.P.R. Ry. Cos.*, 11 C.R.C. 370; *Cuneo Fruit and Importing Co. v. G.T.R.*, 18 C.R.C. 424; *Dominion Sugar Co., Ltd. v. C.P.R.*, 34 C.R.C. 71; *Boards of Trade of Moose Jaw, Sask., et al. v. Can. Freight Ass'n*, et al, 34 C.R.C. 363; *Calgary Livestock Exchange, et al. v. C.N.R. & C.P.R.*, 29 C.R.C. 207; *Spanish River Pulp and Paper Mills, Ltd. v. C.P.R.*, et al, 28 C.R.C. 100; *Wegenast v. G.T.R. Co.*, 8 C.R.C. 42, at p. 45; *Massiah v. C.P.R.*, 17 C.R.C. 88; *Ontario Paper Co. v. G.T.R. Co.*, 24 C.R.C. 177; *Zwicker & Co. v. Can. Nat. Ry.*, 12 B.R.C. 152; *In re Telegraph Tolls*, 20 C.R.C. 1; and *Plunkett & Savage v. Express Telegraph Ass'n.*, 28 C.R.C. 402; referred to and followed.)

The facts are fully set out in the judgment of the Board, dated September 27, 1930. C.R.C., Vol. XXXVII, p. 290.

UNITED FARMERS OF CANADA, SASKATCHEWAN SECTION, LIMITED V. CANADIAN  
NATIONAL AND CANADIAN PACIFIC RAILWAY COMPANIES *et al*

*Rate Structure—Carload Traffic—Stop-off for Unloading—Cost of Distribution—Competition—Discretion—Railway Act, Sec. 314, ss. 3*

Application was made by the United Farmers of Canada, Saskatchewan Section, Limited, for an amendment to the rate structure which would permit carload shipments of twine and flour to be made from point of loading to ultimate destination with the privilege of stop-off for partial unloading en route



while the train is at the station, at the carload rate, with a reasonable charge for the stop-off privilege. It was requested that carload rates be made applicable from the point of origin to the point to which either portion of the freight was carried. The basis of the application was the desire to decrease the costs of distribution. No allegation of unreasonableness of rates or of unjust discrimination was made.

The Board, dismissing the application, held:

1. That as to the effect of motor truck competition alleged, it was within the discretion of the carriers to meet such competition or not;

2. The privilege asked for could not be denied with respect to similar applications for its extension to other commodities without creating unjust discrimination;

3. That a consignee who cannot take the quantity of freight requisite to obtain the carload rating cannot expect to receive less than carload quantities at carload rates. The privilege applied for, if granted, would break down one of the most important principles of rate-making.

Province of Alberta v. Canadian Pacific Ry. Co., 27 C.R.C. 317; Ross Leaf Tobacco Co., Ltd. v. Canadian Freight Ass'n., 17 B.R.C. 27; Alberta Wholesale Implement Ass'n.; Calgary, *re* Stop-over Privilege for Unloading Farm Machinery, 17 B.R.C. 411, referred to and followed.

The facts are fully set out in the judgment of the Board, dated October 15, 1930. C.R.C., Vol. XXXVII, p. 302.

EASTERN CANADA FRUIT AND VEGETABLE JOBBERS ASSOCIATION *v.* CANADIAN NATIONAL RAILWAY COMPANY

*Tariff—I.C.C. Circular No. 18-A, Rule 77—Intermediate Point—Long and Short Haul Clause—Ruling*

Upon application of the Eastern Canada Fruit and Vegetable Jobbers' Association for a ruling as to the rate properly applicable on a c.l. shipment of tomatoes from Sitka, Tenn., July 10, 1926, to Ottawa, Ont., the Board made a declaratory order to the effect that, under the wording of the tariff rules incorporated in the tariff applicable to the shipment, Ottawa being directly intermediate to Lachute, P.Q., the rate of \$1.11 per cwt. to Lachute was applicable to Ottawa in this instance under the terms of the tariff.

Report of the Chief Traffic Officer *re* Direct Routing in Tariffs of C.N.R., 17 B.R.C. 679, referred to.

The facts are fully set out in the judgment of the Board, dated October 6, 1930. C.R.C., Vol. XXXVII, p. 287.

HALIFAX HARBOUR COMMISSIONERS, *et al v.* CANADIAN NATIONAL RAILWAYS

*Tolls—Wheat—Other Grain—Export—Saint John, N.B., Halifax, N.S.—Unreasonableness—Differential Rate—Mileage—Competition—Board's Function—Dismissal*

The Halifax Harbour Commissioners, *et al*, applied to the Board for an order disallowing the existing rate of 35½ cents per 100 pounds on wheat, and 34 cents per 100 pounds on other grain, and directing that there be published, in substitution thereof, a rate of 19.34 cents per 100 pounds on all grain for export from Port Arthur, Fort William and Armstrong, Ont., to Saint John, N.B., and Halifax, N.S.



In support of the application it was contended: (1) that the rates on grain for export from Fort William, Port Arthur and Armstrong, Ont., to Halifax and Saint John were excessive and out of line with the rate of 18·34 cents per 100 pounds on all grain from the same points to Quebec; (2) that all ports in Canada capable of being used for the export of grain and flour, have had extended to them the low Crowsnest Pass agreement rates, except the ports of Halifax and Saint John; (3) that without these rates it is impossible for the applicants fully to develop the business of their ports; (4) that by Order in Council, P.C. 886, of June 5, 1925, the Board is to establish a railway rate structure which would among other things encourage the movement of traffic through Canadian ports; (5) that the National Transcontinental Railway Act (3 Edward VII, c. 71) prescribes that the through rate on export traffic from point of origin to point of destination, shall at no time be greater via Canadian Ports than via United States ports; and (6) that the cities of Halifax and Saint John were entitled to the rate to Quebec plus the previously existing arbitrary of one cent per 100 pounds.

Upon hearing the evidence adduced at the sittings of the Board in Halifax, N.S., Saint John, N.B., and Ottawa, Ont., and upon hearing the arguments of counsel for the applicants and the railway companies, the Board dismissed the application upon the following grounds:—

1. The one cent differential or arbitrary added to the rate to Quebec in arriving at the rate to Halifax and Saint John, which was in its origin concerned with port equalization and competitive with the rate from Duluth, Minn., to New York and other North Atlantic ports, does not afford a necessary measure of a reasonable charge for the distance from Quebec to Saint John or to Halifax.

2. That mileage is a factor in the determination of a reasonable basis of rates and more weight must be given to the element of distance by a regulative tribunal than is obligatory in the case of the railway companies.

3. That while the burden is on the railway company to maintain reasonable rates, it may or may not in its discretion meet the competition of short line mileage.

4. That a railway company may, to such extent as seems proper to it, meet the competition of water carriers and whether or not it shall do so is within its discretion.

5. That the powers of the Board are regulative and not managerial. It is not the Board's function, as delegated by Parliament, to make rates to develop business, but to deal with the reasonableness of rates, either on complaint or of its own motion.

6. That a railway may establish rates to equalize ports but the Board has no power to do so.

7. That the existing rate structure was not a handicap to the shipment of grain through the ports of Halifax and Saint John; the situation was governed by conditions in the grain trade, ocean shipping and port facilities.

8. That the Board may consider statutes and agreements relating to rates, but is not bound by the provisions thereof, except as regards the Crowsnest Pass Agreement Act under section 325, subsection 5, of the Railway Act.

Chief Commissioner McKeown and Commissioner Norris, dissenting held that the rate of 19·34 cents per 100 pounds on all grain for export from Port Arthur, Fort William and Armstrong, Ont., to Saint John, N.B., and Halifax, N.S., should be granted upon the ground that such rate was not lower than the prevailing rate from Fort William and Port Arthur via Buffalo to United States seaports, and that equality in rates via these routes was clearly contemplated in the agreement made under the Transcontinental Railway Act, 3 Edward VII, Chapter 71 (1903), Section 42, of which stated "that the through rate on export

traffic from the point of origin to the point of destination shall at no time be greater via Canadian ports than United States ports."

Edmonton Clover Bar Sand Co. v. G.T.P. Ry. Co., 17 C.R.C. 95; Canadian Oil Companies v. Grand Trunk, Canadian Pacific and Canadian Northern Ry. Cos., 12 C.R.C. 350, at p. 355; Eastern Canada Preserved Foods Association, 18 B.R.C., p. 22; Blind River Board of Trade v. Grand Trunk, Canadian Pacific Ry., et al, 15 C.R.C. 146; Kerr v. Canadian Pacific Ry. Co., 9 C.R.C. 207, at 208; British Columbia News Co. v. Express Traffic Association, 13 C.R.C. 176, followed.

General Rates Investigation, 33 C.R.C. 127, and Canadian National Rys. v. Quebec Harbour Commissioners, et al, 36 C.R.C. 87, referred to.

The facts are fully set out in the judgments of the Assistant Chief Commissioner, concurred in by Mr. Commissioner Lawrence; the Deputy Chief Commissioner, concurred in by Mr. Commissioner Stoneman; and the Chief Commissioner, concurred in by Mr. Commissioner Norris; dated, respectively, September 24, October 27, and August, 1930. C.R.C., Vol. XXXVII, p. 247.

## APPEALS FROM RULINGS OF THE BOARD

There were four cases carried in appeal to the Supreme Court during the year, namely:—

1. British Columbia Electric Railway Company from Board's Order No. 42808, dated June 10, 1929. Question of jurisdiction.—*Pending*.

2. Government of Alberta from Board's Order No. 45846, dated November 25, 1930, re tariffs on grain and flour to Fort William, Westport and Armstrong and to Vancouver. Question of law.—*Pending*.

3. The Montreal Light, Heat and Power Consolidated and the Bell Telephone Company of Canada from Board's Order No. 45410, dated September 16, 1930, in the matter of subway at d'Argenson street, in the city of Montreal, P.Q. Question of law.—*Pending*.

4. The Montreal Light, Heat and Power Consolidated and the Bell Telephone Company of Canada from Board's Order No. 45427, dated September 16, 1930, in the matter of subway on Saint Antoine street, in the city of Montreal, P.Q. Question of law.—*Pending*.

There were no cases carried in appeal to the Governor General in Council.

## ORDERS, GENERAL ORDERS AND CIRCULARS

The total number of orders issued for the year ending December 31, 1930, was 1,923. The number of general circulars issued by the Board, directed to all the railway companies subject to its jurisdiction, was 4. The general orders as distinguished from other orders of the Board are those affecting all railway companies subject to its jurisdiction, and are 7 in number for the year.

A list of the general orders and circulars for the year ending December 31, 1930, will be found compiled under appendix "F" to this report.

## APPLICATIONS TO THE BOARD

The total number of applications, including informal complaints made to the Board for the year ending December 31, 1930, was 3,664.

## TRAFFIC DEPARTMENT OF THE BOARD

In the Traffic Department of the Board the number of tariffs received and filed for the year ending December 31, 1930, was as follows:—

Freight tariffs, including supplements.....	24,805
Passenger tariffs, including supplements.....	7,421
Express tariffs, including supplements.....	1,474
Telephone tariffs, including supplements.....	793
Sleeping and parlour car tariffs, including supplements.....	75
Telegraph tariffs and supplements.....	7
Bridge tolls, including supplements.....	12
	34,587

The total number of tariffs filed from February 1, 1904, to December 31, 1930, was 1,612,825.

The details of the tariffs will be found under appendix "A" to this report.

## ENGINEERING DEPARTMENT OF THE BOARD

In the Engineering Department of the Board a large number of inspections were made covering the whole Dominion. These inspections for the year ending December 31, 1930, number 260, and cover inspections for the opening of a railway for the carriage of traffic, inspections of culverts, highway crossings, cattle guards, road crossings, bridges, subways and general inspections falling within the scope of the work of the Engineering Department.

Under appendix "B" will be found a detailed report of the Chief Engineer.

## OPERATING DEPARTMENT OF THE BOARD

Under the work of this department is included the inspection of locomotive boilers and their appurtenances, the inspection of safety appliances on cars and locomotives, the investigations into accidents causing personal injury or loss of life, the reporting on the locations of stations, matters of protection at highway crossings, and train and station services performed by the railway companies.

Under appendix "C" will be found a full and detailed report of the Chief Operating Officer of the department.

## ACCIDENTS AND ACCIDENT INVESTIGATIONS

On reference to the report of the Board's Chief Operating Officer, it will be seen that accidents to the number of 2,427, covering 425 persons killed and 2,512 persons injured, were reported to the Board during the year ending December 31, 1930, as compared with 2,780 accidents reported for the year 1929, covering 426 persons killed and 2,954 persons injured.

The figures given show:—

(1) Sixteen passengers killed during the year 1929, and 17 passengers killed during the year 1930, an increase of 1. The number of passengers injured was 349 as compared with 308 in 1930, a decrease of 41.

(2) One hundred and five employees killed in 1929 and 95 in 1930; a decrease of 10. The number of employees injured was 1,891 in 1929, as compared with 1,462 in 1930, a decrease of 429.

(3) Three hundred and five others killed in 1929 and 313 in 1930; an increase of 8. The number of others injured was 714 in 1929, as compared with 742 in 1930; an increase of 28.

It is pointed out that out of the 313 others killed 168, or 53 per cent, were trespassers, and that out of the 742 others injured 205, or 27 per cent, were trespassers.



It will be noted that of what may be termed preventable loss there were 168 killed under the heading "trespassers," and 205 injured. This is an increase of 26 in the number of killed and an increase of 69 in the number of injured, as compared with the year 1929.

The following table shows the total, by provinces, as regards trespassers killed and injured, for the year ending December 31, 1930:—

Province	Killed	Injured
Nova Scotia . . . . .	5	8
New Brunswick . . . . .	7	12
Quebec . . . . .	23	26
Ontario . . . . .	67	61
Manitoba . . . . .	18	20
Saskatchewan . . . . .	19	29
Alberta . . . . .	12	25
British Columbia . . . . .	17	24
Totals . . . . .	168	205

Attention is again directed to statement No. 15, setting out in detail the situation as regards highway crossing accidents during the past five years. It will be observed therefrom that there has been a total of 1,700 accidents, covering 657 persons killed and 2,235 injured.

Crossings protected by gates accounted for 22 persons killed and 76 injured. Crossings protected by bell accounted for 94 killed and 250 injured. Crossings protected by lightning flash signal accounted for four injured. Crossings protected by watchman accounted for 11 killed and 55 injured. Crossings unprotected accounted for 530 killed and 1,850 injured.

There have been 340 accidents at protected crossings, covering 127 persons killed and 385 injured, and at unprotected crossings there have been 1,360 accidents, covering 530 persons killed and 1,850 injured.

During the year 1930 there were 338 highway crossing accidents investigated, of which 57 occurred at protected crossings, leaving unprotected crossings to account for 281 accidents.

Automobile accidents totalled 289, divided as follows:—

At crossings protected by gates . . . . .	8
At crossings protected by watchman . . . . .	nil
At crossings protected by bell . . . . .	31
At crossings protected by lightning flash signal . . . . .	1
At crossings unprotected . . . . .	249

Steam roller accidents numbered 1, made up as follows:—

Unprotected . . . . .	1
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Bicycle accidents numbered 3, made up as follows:—

Unprotected . . . . .	3
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Horse and rig accidents numbered 20, made up as follows:—

Gates . . . . .	Nil
Watchman . . . . .	Nil
Bell . . . . .	3
Unprotected . . . . .	17

Pedestrian accidents numbered 25, as follows:—

Gates . . . . .	7
Watchman . . . . .	Nil
Bell . . . . .	5
Unprotected . . . . .	13

During the year 1930 there were 342 accidents at highway crossings reported to the Board, covering 116 persons killed and 470 injured, as compared with 382 accidents in 1929, covering 140 persons killed and 495 injured.

Full particulars of passengers and employees killed and injured, and other general information in regard to trespassers killed and injured, accidents at protected and unprotected crossings, etc., will be found under appendix "C".

# FIRE INSPECTION DEPARTMENT OF THE BOARD

The report of the Board's Fire Inspection Department indicates that a total of 668 fires attributed to railways occurred on 14,209 miles of line classified as running through forested territory.

Of this total, 233 fires were of an incipient character, burning over less than one-fourth acre each and causing no damage, 325 fires burned over an area of one-fourth acre to ten acres each, and 110 fires burned over an area of more than 10 acres each.

These fires burned over a total of 48,742 acres of land, with damage to young forest growth, standing timber, forest products and other property estimated at \$103,630. Of this amount the value of standing timber and young forest growth is estimated at \$76,846.

The majority of the area burned over and monetary loss occurred in Nova Scotia, western Ontario and northern Saskatchewan, due to drought, low humidity, high temperature and wind.

In accordance with requirements issued by the Chief Fire Inspector under General Order 362, the railways maintain some form of special patrol on 7,610 miles of line, necessitating the special attention to fire patrol of a total of 1,009 special fire patrolmen.

In accordance with the Board's fire-guard requirements, the railways constructed or maintained 5,878 miles of fire-guards, in uncultivated lands, in non-forested sections of the Prairie Provinces.

The fire protective appliances on 3,718 locomotives were inspected by officers of the department during the season.

In co-operation with the forest protective organizations of the Dominion and Provincial Governments, 188 officials of such organizations were deputized to act as ex-officio officers of the Board's Fire Inspection Department during 1930.

Under appendix "D" will be found the Chief Fire Inspector's report.

## ROUTINE WORK OF THE BOARD

### RECORD DEPARTMENT

Below is given a table setting forth the number of applications, filings and letters received during the year ending December 31, 1930, together with the number of orders issued:—

Number of applications made.....	3,664
Number of filings received during the year.....	62,290
Number of outgoing letters during the year.....	26,715
Number of orders issued during the year.....	1,923

## APPENDIX "A"

REPORT OF THE CHIEF TRAFFIC OFFICER OF THE BOARD FOR THE  
YEAR ENDING DECEMBER 31, 1930

DEAR SIR,—I submit for the Board's Twenty-sixth Report information regarding work of the Traffic Department.

The number of freight, passenger, express, telephone, telegraph, sleeping and parlour car, and bridge toll schedules filed with the Board was as follows:—

FROM NOVEMBER 1, 1904, TO AND INCLUDING DECEMBER 31, 1929

Freight—			
Local tariffs.....	20,238		
Supplements .....	42,335	62,573	
Joint tariffs.....	46,348		
Supplements .....	195,337	241,685	
International tariffs .....	179,315		
Supplements .....	659,765	839,080	
Passenger—			1,143,338
Local tariffs .....	20,299		
Supplements .....	27,668	47,967	
Joint tariffs .....	21,033		
Supplements .....	37,092	58,125	
International tariffs .....	41,566		
Supplements .....	96,964	138,530	
Express—			244,622
Local tariffs .....	6,496		
Supplements .....	58,485	64,981	
Joint tariffs .....	6,907		
Supplements .....	32,126	39,033	
International tariffs .....	7,741		
Supplements .....	16,672	24,413	
Telephone—			128,427
Local tariffs .....	4,120		
Supplements .....	2,678	6,798	
Joint tariffs .....	3,941		
Supplements .....	37,394	41,335	
International tariffs.....	429		
Supplements .....	9,719	10,148	
Telegraph—			58,281
Tariffs .....	210		
Supplements.....	285	495	
Sleeping and Parlour Car—			495
Local tariffs .....	243		
Supplements .....	349	592	
Joint tariffs .....	324		
Supplements .....	543	867	
International tariffs.....	399		
Supplements .....	1,217	1,616	
			3,075
Combined totals all schedules.....			1,578,238



## RAILWAY COMMISSIONERS FOR CANADA

FROM JANUARY 1, 1930, TO AND INCLUDING DECEMBER 31, 1930

Freight—			
Local tariffs . . . . .	294		
Supplements . . . . .	448	742	
Joint tariffs . . . . .	213		
Supplements . . . . .	2,974	3,187	
International tariffs . . . . .	1,417		
Supplements . . . . .	19,459	20,876	24,805
Passenger—			
Local tariffs . . . . .	19		
Supplements . . . . .	576	595	
Joint tariffs . . . . .	81		
Supplements . . . . .	1,964	2,045	
International tariffs . . . . .	454		
Supplements . . . . .	4,327	4,781	7,421
Express—			
Local tariffs . . . . .	42		
Supplements . . . . .	99	141	
Joint tariffs . . . . .	72		
Supplements . . . . .	788	860	
International tariffs . . . . .	78		
Supplements . . . . .	395	473	1,474
Telephone—			
Local tariffs . . . . .	13		
Supplements . . . . .	3	16	
Joint tariffs . . . . .	7		
Supplements . . . . .	770	777	
International tariffs . . . . .	0		
Supplements . . . . .	0	0	793
Telegraph—			
Tariffs . . . . .	3		
Supplements . . . . .	4	7	7
Sleeping and Parlour Car—			
Local tariffs . . . . .	2		
Supplements . . . . .	11	13	
Joint tariffs . . . . .	5		
Supplements . . . . .	14	19	
International tariffs . . . . .	10		
Supplements . . . . .	33	43	75
Bridge Tolls—			
Local tariffs . . . . .	3		
Supplements . . . . .	0	3	
International tariffs . . . . .	9		
Supplements . . . . .	0	9	12
Combined totals all schedules . . . . .			34,587
Grand total . . . . .			1,612,825

## MARITIME ACCOUNTS

The information given below, regarding the work in connection with settlement of accounts under the Maritime Freight Rates Act, covers the period July, 1929, to June, 1930, inclusive.

During this period there were filed 23,412 abstract sheets with an average of 74 rates per sheet. There were therefore 1,732,488 rates and 866,244 extensions checked, and 23,412 columns of figures added.

As a result of this check it was necessary to issue 5,421 corrections, an average of 452 per month.

The total additions to the accounts amounted to \$2,360.08 and the total deductions \$23,189.51.

The total amount claimed by railway companies was \$841,412.90 and the amount allowed was \$820,583.47, or a net deduction of \$20,829.43.

The number of outgoing letters in connection with the administration of the Act, July 1, 1929, to June 30, 1930, was as follows:—

Board . . . . .	40
Railways . . . . .	1,004
Others . . . . .	85

During this period 155 orders were issued approving tariffs or rates and certifying to the normal tolls.

The number of communications to railways, express, telephone and telegraph companies in connection with complaints, proper interpretation of tariffs, or classification and filing of same, also in connection with powers of attorney, concurrences, etc., was 533. Communications to others were 967, or a total of 1,500.

The following is a list of traffic orders issued, also a list of orders approving connecting agreements or service station contracts between the Bell Telephone Company and named local telephone companies:—

## TRAFFIC ORDERS

No. 44137, January 4. Dismissing complaint of the Fort Erie Business Men's Club, Council of Town of Bridgeburg, Ont., and Niagara Frontier Chamber of Commerce, against the bridge tolls charged by the Buffalo and Fort Erie Public Bridge Company on the Peace bridge between Buffalo and Fort Erie.

No. 44143, January 3. Approving Buffalo and Fort Erie Public Bridge Company by-law, dated May 18, 1927, authorizing the president, vice-presidents and secretary to prepare and issue tariffs of tolls.

No. 44245, January 23. Approving Supplement No. 11 to Express Classification for Canada No. 7.

No. 44271, February 1. Approving by-law No. 12 of the Niagara Lower Arch Bridge Company, Limited, authorizing the secretary of the company to prepare and issue tariffs of tolls.

No. 44326, February 13. Authorizing the Canadian National Railways to prosecute J. and D. A. Harquail Company, Limited, of Campbellton, N.B., for alleged fraudulent billing of certain shipments of freight.

No. 44370, February 24. Approving Canadian National Railways Standard Passenger Tariff C.R.C. No. E-1160 and No. W-1267, effective March 17, 1930.

No. 44386, February 26. Approving Buffalo and Fort Erie Bridge Company Tariff C.R.C. No. 1 containing tolls to be charged for use of Peace bridge between Fort Erie and Buffalo.

No. 44417, March 7. Dismissing application of the British Columbia Electric Railway and Canadian Pacific Railway that the Board review and rescind Order No. 42808 directing that joint rates be published between stations on the Vancouver and Lulu Island Railway and points on the Canadian National Railways, and directing that said Order No. 42808 be confirmed and reinstated to become effective March 15, 1930.

No. 44418, March 8. Approving Supplement No. 12 to Express Classification for Canada No. 7.

No. 44428, March 8. Approving by-law dated February 19, authorizing O. R. Bromley, L. W. Landman, J. W. Switzer, and E. F. Leutchman, to prepare and issue tariffs of tolls of the New York Central Railroad Company.

No. 44449, March 13. Approving Supplement No. 1 to the Canadian Freight Classification No. 18.

No. 44450, March 14. Approving clauses limiting liability appearing on various forms of tickets of the Canadian National Railways.

No. 44501, March 27. Dismissing complaint of the Nichols Chemical Company, Limited, against alleged discrimination in the matter of rate on sulphuric acid from Tadoussac, B.C., to Ioco, B.C., via Canadian Pacific Railway.

No. 44581, April 11. On application of the Confederated Freight Association, Toronto, declaring the legal rate in effect at the time certain shipments of rough stone were shipped from Niagara Falls, Ont., to Toronto, Ont., via the Canadian National Railways.

No. 44615, April 23. Authorizing the Canadian National Railways to publish on one day's notice a further supplement to their tariff C.R.C. No. W-619, to correct error in publishing proportional rates on canned goods from International Boundary, Ont., to Calgary and Edmonton, Alta.

No. 44616, April 23. Suspending pending hearing or further order, the tariff provision *et* grain doors for shipments handled in switching service, as contained in item 25-A, supplements 2 and 3 to Canadian National Railways Tariff C.R.C. No. W-850, and item 5-A in supplement 2 to Canadian Pacific Railway Tariff C.R.C. No. W-2927.

No. 44645, April 23. Approving by-law No. 41 of the Lake Erie and Northern Railway authorizing the general manager, general freight agent, and assistant general freight agent, to prepare and issue tariffs of tolls.

No. 44646, April 23. Approving by-law No. 9 of the Grand River Railway authorizing the general manager, general freight and passenger agent, and assistant general freight and passenger agent, to prepare and issue tariffs of tolls.

No. 44656, April 28. Rescinding Order No. 22237, dated July 18, 1914, and Order No. 33938, dated July 27, 1923, which required publication of lumber reconsigning tariffs applicable on lumber and forest products from Ohio and Mississippi River crossings.

No. 44679, May 5. Approving Canadian National Railways by-law No. 16, further amending its by-law No. 3, by deleting therefrom the words "Assistant General Freight Agent, Winnipeg, Man.," and substituting therefor the words "Chief of Tariff Bureau, Winnipeg, Man.,".

No. 44690, May 8. Authorizing the Fredericton and Grand Lake Coal and Railway Company to reissue, effective May 17, its tariff C.R.C. No. 187, to correct error in showing rate on building brick and hollow building tile from Chipman, N.B., to points in Maine as 12 cents instead of 14 cents.

No. 44760, May 21. Approving by-law of the Detroit International Bridge Company appointing J. L. Fozard, Vice-President and General Manager, and R. B. McDougald, Assistant to the V.P. & G.M., to prepare and issue tariffs of tolls.

No. 44761, May 21. Approving Detroit International Bridge Company Tariff C.R.C. No. 1, covering tolls to be charged in respect of the Ambassador bridge across the Detroit river, between Sandwich and Detroit.

No. 44790, May 28. Directing that the commutation fares published by the Canadian Pacific Railway in their Tariff C.R.C. No. 179 between Saint John, N.B., and stations west thereof, to and including Welsford, N.B., be cancelled, and that there be substituted therefor, effective not later than June 15, revised commutation fares in accordance with Order No. 29152, dated April 1, 1920, and based on the actual distance.



No. 44807, June 2. Approving Supplement No. 13 to Express Classification for Canada No. 7.

No. 44834, June 4. Declaring that with respect to shipments of petroleum products made during the years 1927 and 1928 from Sarnia, Ont., to Chatham, Ont., the Pere Marquette Railway Company is only required to absorb, in making deliveries on the Chatham, Wallaceburg and Lake Erie Railway tracks at Chatham, the amount of interswitching absorption published as applying on non-competitive traffic.

No. 44864, June 5. Directing that item No. 103 in Canadian Pacific Railway Tariff C.R.C. No. E-4126, and item No. 115-C in supplement 50 to Canadian National Railways Tariff C.R.C. No. E-1205, be amended, effective not later than June 30, 1930, to apply also on shipments of grain products, the product of ex-lake grain shipped from lake ports to interior milling points east or south thereof and reshipped from such interior points under milling-in-transit arrangements.

No. 44886, June 20. Directing that express delivery limits in the city of Windsor, Ont., be extended to include that portion of the town of Sandwich adjacent thereto.

No. 44888, June 18. Approving by-law of the Algoma Eastern Railway authorizing general freight agent to prepare and issue freight tariffs, and general passenger agent to prepare and issue passenger tariffs.

No. 45023, July 8. Approving Canadian Pacific Railway proposed new standard contract form for one way interline tickets.

No. 45027, July 8. Approving Wabash Railway Company by-law appointing L. R. Nowotny, Chief of Tariff Bureau, to prepare and issue tariffs of tolls.

No. 45255, August 20. Approving Supplement No. 14 to Express Classification for Canada No. 7.

No. 45309, August 30. Permitting the Canadian Freight Association to publish a supplement to Canadian Freight Association Tariff C.R.C. No. 486, correcting a clerical error and establishing 3rd class rates in connection with item 140 of said tariff.

No. 45324, September 6. Permitting the Canadian National Railways to publish and file Supplement 2 to tariff C.R.C. No. E-1539 on ten days notice.

No. 45350, September 10. Permitting the Canadian Pacific Railway Company to publish and file, on one day's notice, supplements to certain class rate tariffs in so far as concerns some advances in rates contained therein.

No. 45362, September 12. Suspending pending hearing, portion of section 1 of Supplement 26 to Canadian National Railways tariff C.R.C. No. E-1240.

General Order No. 487, September 22. Directing that, effective October 1, solid fibreboard boxes, complying with Container Specifications 23A, 23B, 23C, 23D, and 23E, published in Agent B. W. Dunn's Tariff No. 2, C.R.C. No. 2, may be used for shipping freight over railways in Canada subject to the Board's jurisdiction.

No. 45456 September 24. Permitting the Michigan Central Railroad to issue a supplement to their tariff C.R.C. No. 3511 withdrawing and cancelling the tariff, effective October 15, with respect to rates on coal and coke from United States border points to stations in Canada.

No. 45469, September 24. Approving form of release of liability in respect of travelling on non-passenger cars, for use of Canadian National Railways.

General Order No. 488, October 2. Approving form of release of liability in respect of travelling on non-passenger cars, for use of railway companies subject to the Board's jurisdiction.

No. 45550, October 8. Suspending pending hearing, supplement No. 17 to Canadian Pacific Railway tariff C.R.C. No. W-2902, containing joint rates on coal from the Star Mining Company's mine at Rosedale and the J. D. Thomas Coal Company's mine at Drumheller, to local stations on the Canadian National Railways west of Port Arthur and Fort William.

General Order No. 489, October 14. Directing that, effective October 1, solid fibreboard boxes, complying with Container Specifications 23A, 23B, 23C, 23D, and 23E, published in Agent B. W. Dunn's Tariff No. 2 C.R.C. No. 2, may be used for shipping classes of freight permitted by the said tariff to be shipped in such containers over railways in Canada subject to the Board's jurisdiction, and rescinding General Order No. 487.

No. 45594, October 9. Refusing application of the United Farmers of Alberta for an order directing that existing railway tariffs be revised to allow for two stop-offs for completion of loading of livestock shipments on through billing.

No. 45624, October 22. Approving by-laws of the Detroit and Canada Tunnel Company and Detroit and Windsor Subway Company, authorizing T. B. Pinkard, General Manager, to prepare and issue tariffs of tolls.

No. 45634, October 25. Directing that the period of coal movements from Alberta to Ontario points during the year 1930, be fixed to commence October 25 and to end December 1, 1930, and that a rate of \$6.75 per ton be established.

No. 45638, October 28, 1930. Refusing application of the Halifax Harbour Commission, the Transportation Commission of the Maritime Board of Trade, and the Canadian National Millers' Association, with respect to rates on grain and flour from the head of the lakes to Halifax, Saint John and West Saint John.

No. 45659, October 29. Approving Detroit International Bridge Company tariff C.R.C. No. 3 covering tolls to be charged in respect of the Ambassador Bridge across the Detroit river, between Sandwich and Detroit.

No. 45661, October 29. Approving Detroit and Windsor Subway Company and Detroit and Canada Tunnel Company tariffs C.R.C. numbers 1 and 2, covering tolls to be charged in respect of the Detroit tunnel.

No. 45662, October 29. Approving Vancouver and Lulu Island Railway Standard Mileage Freight Tariff C.R.C. No. 2.

No. 45771, November 17. Directing that the period of coal movements from Alberta to Ontario points during the year 1930-31, as provided for under Order No. 45634, be fixed to commence on the 1st day of December, 1930, and to end on the 31st day of July, 1931, both inclusive.

No. 45778, November 15. Approving Detroit and Windsor Subway Company Tariff C.R.C. No. 3 covering commutation fares of seven-day limit, to be charged in respect of the Detroit tunnel.

No. 45791, November 21. Approving Burrard Inlet Tunnel and Bridge Company by-law authorizing Percy Ward to prepare and issue tariffs of tolls.

No. 45794, November 18. Approving Vancouver and Lulu Island Railway by-law authorizing its freight traffic manager and chief of tariff bureau to prepare and issue freight tariffs, and its passenger traffic manager and general passenger agent to prepare and issue passenger tariffs.

No. 45804, November 21. Refusing application of the Wm. Wrigley Jr. Company, Limited, for an order directing that it be given the benefit of the Buffalo rate, retroactive to the original effective date of such rate, shown in Transcontinental Freight Bureau Tariff C.R.C. No. 541, item 2175 (superseded by Tariff C.R.C. No. 549) on chewing gum and confectionery, in carloads, from Toronto, Ontario, to British Columbia coast points.

No. 45846, November 25. Refusing application of the Government of the Province of Alberta for an order directing that the Canadian National Railways do forthwith publish, file and put into effect tariffs on grain and flour to Fort William, Westport, and Armstrong, Ont., and to Vancouver, B.C.

No. 45862, December 1. Approving British Columbia Electric Railway Standard Freight Mileage Tariff C.R.C. No. 313, in so far as the same has application to the Vancouver, Fraser Valley and Southern Railway.

No. 45892, December 5. Directing that H. G. Toll, Agent of the Trans-continental Freight Bureau, be permitted to file, upon twenty days' notice, effective January 1, 1931, supplements to his Tariffs C.R.C. numbers 563, 566, 571, and 573, increasing rates on grain, grain products, and seeds.

No. 45936, December 11. Granting leave to the Government of the Province of Alberta to appeal to the Supreme Court of Canada from Order of the Board No. 45846, dated November 25, 1930.

No. 45943, December 16. Authorizing the Canadian National Railways to supplement their Tariffs C.R.C. No. W-542 and C.R.C. No. W-448, on one day's notice, publishing amended distributing class rates from North Battleford, Battleford, Camrose, Calgary, and Edmonton to stations on the Flin Flon and Sherridon Subdivisions; also on petroleum and products, Calgary to the same points, establishing rates on the proper basis in lieu of the rates erroneously published in supplement 26 to Tariff C.R.C. No. W-542 and supplement 32 to Tariff C.R.C. No. W-488.

No. 45973, December 20. Suspending pending further hearing, items in supplement No. 45 to Canadian National Railways Tariff C.R.C. No. E-1283 and supplement No. 198 to Canadian Pacific Railway Tariff C.R.C. No. E-3832, which provide, effective December 22, 1930, for the exclusion of scrap iron rates on crossings, frogs, switches, and switch points.

## TELEPHONE ORDERS

Order No.	Date	Connecting Company
44152	Jan. 7	L. I. Finnie.
44158	" 7	Falconbridge Nickel Mines, Limited.
44160	" 7	Lorne Power Company, Limited.
44281	Feb. 4	West Garafraxa Telephone Co-operative Association, Limited.
44282	" 4	Caxton Telephone Line.
44402	Mar. 3	La Compagnie de Telephone Victoriaville.
44414	" 6	Calabogie and Renfrew Telephone Association.
44453	" 15	Department of Lands and Forests of the Province of Ontario.
44490	" 24	Beaver Creek Telephone Company, Limited.
44756	May 17	J. D. Flake (Kaladar and Northern Telephone System).
44867	June 14	International Nickel Company of Canada, Limited.
44935	" 24	The Stormont Telephone Company.
44965	" 28	Corporation of the Township of Tuckersmith.
44966	" 28	Commissioners for the Telephone System of the Municipality of the Township of McKillop.
44970	" 28	Commissioners for the Telephone System of the Municipality of the Township of Goderich.
45049	July 15	East Ferris Municipal Telephone System.
45094	" 21	Corporation of the City of Fort William.
45312	Aug. 30	Corporation of the Township of Tay.
45313	" 30	Fort Coulonge Rural Telephone Company, Limited.
45314	" 30	Rankin Telephone Company.
45323	Sept. 2	Lt.-Col. H. A. Stewart.
45430	" 18	Chapleau Telephone System, Limited.
45432	" 18	Oldfield Telephone Company, Limited.
45494	" 25	James MacLaren Company, Limited.
45584	Oct. 9	Department of National Defence.
45648	" 24	Tyendinaga Municipal Telephone System.
45889	Dec. 3	Dunany Rural Telephone Association.
45947	" 16	The Arundel Development Company, Limited

Yours truly,

W. E. CAMPBELL,  
Chief Traffic Officer.



## APPENDIX "B"

REPORT OF THE CHIEF ENGINEER OF THE BOARD FOR THE  
YEAR ENDING DECEMBER 31, 1930

February 20, 1931.

A. D. CARTWRIGHT, Esq.,

Secretary, Board of Railway Commissioners for Canada,  
Ottawa, Ont.

SIR,—I have the honour to submit herewith synopsis of my annual report as to the work of the Engineering Department of the Board during the year 1930.

Yours truly,

T. L. SIMMONS,

*Chief Engineer.*

## ROUTE MAPS

Approval of general location of Canadian Pacific Railway in city of North Battleford, Sask., from east side of Donald street to a point on southwest side of Melgund avenue, a distance of 0·54 miles.

Approval of general location of Grande Prairie branch of the Northern Alberta Railway from section 22, tp. 73, r. 11, W. 6 M., mile 89·69, to sec. 7, tp. 75, r. 13, W. 6 M., mile 112·05, province of Alberta.

Approval of general location of the Dunelm Southwesterly branch of the Canadian Pacific Railway from Dunelm, mile 0, to sec. 6, tp. 11, r. 15, W. 3 M., mile 31, province of Saskatchewan.

Approval of general location of the Detroit Windsor Subway Company through lot 112 in city of Windsor, province of Ontario.

Approval of general location of the Canadian Pacific Railway, Isle Perrot branch, from Vaudreuil at mile 0·0 to mile 7·5, parish of Ste. Jeanne de l'Isle Perrot.

Approval of general location of the Wolfe Cove branch, Canadian Pacific Railway, mile 0·0 to 1·60, in city of Quebec, province of Quebec.

Approval of general location of the Swift Current Southeasterly branch of the Canadian Pacific Railway from mile 44·28 to 75·42, province of Saskatchewan.

Approval of general location of route of the Tuffnell-Prince Albert branch of the Canadian Pacific Railway from sec. 29, tp. 51, r. 23, W. 2 M., mile 205·5, province of Saskatchewan.

Approval of revised general location of the Rosetown Southeasterly branch of the Canadian Pacific Railway from mile 0 to 3·0, province of Saskatchewan.

## LOCATIONS

Approval of location of Canadian Pacific Railway from a point in northeast quarter of section 5, tp. 44, r. 16, W. 3 M., at mile 0·0 to a point on the southerly limit of Melgund avenue, North Battleford, Saskatchewan, at mile 0·54.

Approval of a portion of the location of the Canadian Pacific Railway from sec. 24, tp. 49, r. 1, W. 5 M., at mile 94·64, to sec. 26, tp. 49, r. 25, W. 4 M., at mile 113·89, province of Alberta.

Approval of location of a portion of the Fife Lake Westerly branch of the Canadian Pacific Railway from mile 0·67 to sec. 7, tp. 2, r. 3, W. 3 M., at mile 26·6, province of Saskatchewan.

Approval of location of the Asquith-Cloan branch of the Canadian Pacific Railway from sec. 32, tp. 19, r. 12, W. 3 M., mile 29·79, to sec. 27, tp. 41, r. 14, W. 3 M., mile 46·32, province of Saskatchewan.

Approval of location of the Cedar Rapids Manufacturing Company from the Power House in the parish of St. Joseph de Cedres, to north shore of the St. Lawrence River at Ville La Salle, P.Q.

Approval of location of the Acme Northwesterly branch of the Canadian Pacific Railway from sec. 32, tp. 39, r. 2, W. 4 M., mile 0·0 to sec. 35, tp. 33, r. 26, W. 4 M., at mile 28·55, province of Alberta.

Approval of location of the Crossfield Northwesterly branch of the Canadian Pacific Railway from sec. 23, tp. 28, r. 1, W. 5 M., mile 0·0, to sec. 8, tp. 31, r. 4, W. 5 M., mile 36·19, province of Alberta.

Approval of location of the Dunelm Southwesterly branch of the Canadian Pacific Railway from sec. 26, tp. 14, r. 14, W. 3 M., mile 0, to sec. 6, tp. 11, r. 16, W. 3 M., mile 31·02, province of Saskatchewan.

Approval of location of the Prince Albert-Lac la Biche branch of the Canadian Pacific Railway (Debden to Meadow Lake) from sec. 31, tp. 52, r. 6, W. 3 M., mile 0·0, to Sec. 1, tp. 60, r. 18, W. 3 M., mile 99·03, province of Saskatchewan.

Approval of location of the Peace River branch of the Northern Alberta Railway from mile 98·0 to 114·74, province of Alberta.

Approval of location of Wolfe Cove branch of the Canadian Pacific Railway in Cadastral 2445, parish of St. Sauveur, at mile 0, to a connection with line of the Quebec Harbour Commissioners at mile 1·51 in lot Cadastral No. 232, parish of St. Colomb de Sillery, county of Quebec, province of Quebec.

Approval of location of the Grande Prairie branch of the Northern Alberta Railway from mile 112·05 to 139·01, province of Alberta.

Approval of location of the Tuffnell-Prince Albert branch of the Canadian Pacific Railway from mile 193·42 to 203·96, province of Saskatchewan.

#### REVISED LOCATION

Approval of revised location of the Canadian Pacific Railway, Bromhead Westerly branch, from sec. 21, tp. 2, r. 17, W. 2 M., at mile 26·81, to sec. 34, tp. 2, r. 20, W. 2 M., at mile 45·57, province of Saskatchewan.

Approval of revised location of the Canadian Pacific Railway, Suffield-Blackie branch, from sec. 35, tp. 20, r. 24, W. 4 M., at mile 126·63, to sec. 4, tp. 19, r. 26, W. 4 M., at mile 147·0, province of Alberta.

Approval of revised location of a portion of the Fife Lake westerly branch of the Canadian Pacific Railway from sec. 3, tp. 3, r. 30, W. 2 M., at mile 0·42, to mile 0·67, province of Saskatchewan.

Approval of revised location of the Grande Prairie branch of the Northern Alberta Railway from Hythe, Alta., to tp. 78, r. 15, W. 6 M., province of British Columbia.

Approval of revised location of the Vancouver, Victoria & Eastern Railway in town of Grand Forks, B.C.

Approval of revised location of the Lanigan-Prince Albert branch of the Canadian Pacific Railway from sec. 33, tp. 41, r. 24, W. 2 M., at mile 57·25, to sec. 21, tp. 46 A., r. 25, W. 2 M., at mile 93·87, province of Saskatchewan.

Approval of revised location of the Langdon North branch of the Canadian Pacific Railway from sec. 31, tp. 28, r. 19, W. 4 M., at mile 82·97, to sec. 15, tp. 28, r. 19, W. 4 M., at mile 86·86, province of Alberta.

Approval of revised location of the Lanigan-Prince Albert branch of Canadian Pacific Railway from sec. 24, tp. 37, r. 23, W. 2 M., mile 24·92, to sec. 33, tp. 41, r. 24, W. 2 M., mile 57·25, province of Saskatchewan.

Approval of revised location of the Tuffnell-Prince Albert branch of the Canadian Pacific Railway from sec. 13, tp. 52, r. 18, W. 2 M., mile 157·86, to sec. 2, tp. 52, r. 22, W. 2 M., mile 183·42, province of Saskatchewan.

Approval of revised location of the Crossfield Northwesterly branch from sec. 28, tp. 28, r. 1, W. 5 M., mile 2·19, to sec. 24, tp. 28, r. 2, W. 5 M., mile 5·37, province of Alberta.

Approval of revised location of the Canadian Pacific Railway (Debden to Meadow Lake) from sec. 31, tp. 52, r. 6, W. 3 M., mile 0·0, to sec. 33, tp. 52, r. 7, W. 3 M., mile 3·58, province of Saskatchewan.

Approval of revised location of the Swift Current Southeasterly branch of Canadian Pacific Railway from sec. 11, tp. 11, r. 10, W. 3 M., mile 44·84, to sec. 23, tp. 8, r. 7, W. 3 M., mile 75·42, province of Saskatchewan.

Approval of revised location of the Debden-Meadow Lake branch of the Canadian Pacific Railway from mile 12·65 to 16·49, province of Saskatchewan.

Approval of revised location of Lacombe and Northwestern Railway (Canadian Pacific Railway) from sec. 14, tp. 49, r. 1, W. 5 M., mile 92·17, to sec. 26, tp. 49, r. 25, W. 4 M., mile 112·49, province of Alberta.

Approval of revised location of the Asquith-Cloan branch of the Canadian Pacific Railway from sec. 32, tp. 39, r. 12, W. 3 M., mile 29·45, to sec. 23, tp. 41, r. 14, W. 3 M., mile 44·25, province of Saskatchewan.

Approval of revised location of the Tuffnell-Prince Albert branch of the Canadian Pacific Railway from sec. 33, tp. 51, r. 23, W. 2 M., mile 191·93, to mile 193·42, province of Saskatchewan.

#### RAILWAY CROSSINGS

Crossing of Canadian National Railways by the second track of the Canadian Pacific Railway by means of an under-crossing in lot 6, con. 4, tp. of McKim, district of Sudbury, province of Ontario, at mile 79·95, Cartier Subdivision.

Crossing of the Canadian National Railways by the tracks of the Beauharnois Construction Company at mile 45·25, Alexandria Subdivision.

Crossing of the Canadian National Railways by the tracks of the New Brunswick Power Company at mile 86·7, Sussex Subdivision, province of New Brunswick.

Crossing of tracks of Montreal Tramways Company by the Canadian National Railways at a point opposite lot 923, parish of Lachine, province of Quebec.

Crossing of the track of Canadian National Railways by the double track of the Winnipeg Electric Railway on Tache avenue, city of St. Boniface, Man.

Undercrossing of the tracks of the New York Central Railroad by the Beauharnois Construction Company's tracks at the west end of the bridge over the St. Louis river, at Beauharnois, P.Q.

Crossing of the Cudworth Subdivision by the Melfort-Aberdeen Subdivision of the Canadian National Railways, in sec. 30, tp. 42, r. 26, W. 2 M., province of Saskatchewan.

Crossing of the tracks of the Champlain Market Branch of the Canadian National Railways by the Wolfe Cove Branch of the Canadian Pacific Railway in lot cadastral No. 232, parish of St. Colomb de Sillery, province of Quebec.

Crossing of the Montreal and Southern Counties Railway by the Canadian National Railways on Common street, Montreal, P.Q.



Crossing of the main line of the Canadian National Railways and the tracks of the Canadian Pacific Railway by means of a bridge 13.5 miles west of city of Montreal, P.Q., in the town of Pointe Claire, P.Q., by the Pointe Claire Branch of the Canadian National Railways.

Crossing of the tracks of the Canadian National Railways by the tracks of the Eagle Lake Spruce Mills at Giscome, B.C.

Crossing of the Hamilton Street Railway by the Toronto, Hamilton and Buffalo Railway, on Kenilworth avenue, Hamilton, Ont.

Crossing of the tracks of the Vancouver and Lulu Island Railway by the tracks of the Canadian National Railways at New Westminster, B.C.

#### INTERLOCKING PLANTS

Installation of diamond at crossing of Essex Terminal Railway and the Michigan Central Railway in city of Windsor, Ont.

Installation of half interlocking plant at crossing of tracks of the Montreal Tramways Company by the Canadian National Railways at a point opposite lot 923, parish of Lachine, province of Quebec.

Installation of half interlocking plant at crossing of Canadian National Railways by the Algoma Central and Hudson Bay Railway at mile 80.54, Port Arthur-Sudbury Branch, province of Ontario.

Installation of automatic electric interlocking plant at crossing of Michigan Central Railway by the Pere Marquette Railway at Leamington, Ont.

Installation of track and signal arrangement of automatic interlocking plant at crossing of the Michigan Central Railway by the Pere Marquette Railway at McGregor, Ont.

Installation of interlocking plant at Bridge No. 6 over the new Welland canal at Merritton, Ont., by the Canadian National Railways.

Installation of interlocking plant at Drawbridge No. 70, at the Serpentine river, one and one-half miles south of Colebrook, B.C., by the Great Northern Railway.

#### OPERATION OF INTERLOCKING PLANTS

Operation of interlocking plant at crossing of Canadian National Railways and Canadian Pacific Railway at Cobourg, Ont., mileage 32.67, Oshawa Subdivision.

Operation of interlocking plant at crossing of the Canadian Pacific Railway with the Canadian National Railways at Whitby, Ont., mile 76.10, Oshawa Subdivision.

Operation of interlocking plant at crossing of the Canadian National Railways by the Lanigan-Prince Albert Branch of the Canadian Pacific Railway at mile 60.19, province of Saskatchewan.

Operation of interlocking plant at crossing of the Beauharnois Construction Company's tracks by the Canadian National Railways at mile 45.23, Alexandria Subdivision.

Operation of interlocking plant at crossing of Canadian Pacific Railway and Canadian National Railways at Bucke, Ont., mileage 112.0, Galt Subdivision.

Operation of interlocking plant at crossing Michigan Central Railway by the Canadian National Railways at Niagara Falls, Ont.

Operation of interlocking plant at crossing of Napierville Junction Railway and the Canadian National Railways at Lacolle, P.Q.

Operation of interlocking plant at crossing Montreal Tramways by the Canadian Pacific Railway at Papineau avenue, Montreal, P.Q.

Operation of interlocking plant at crossing of London Street Railway by the Canadian Pacific Railway at Richmond street, London, Ont.

Operation of interlocking plant at crossing of the Toronto, Hamilton and Buffalo Railway by the Lake Erie and Northern Ontario Railway at Brantford, Ont.

## INTERCHANGE TRACKS

Approval of interchange tracks between the Canadian Pacific Railway and the Canadian National Railways at Penticton, B.C.

Approval of interchange track between the Canadian National Railways and the Canadian Pacific Railway in town of Arnprior.

Approval of interchange track between the Canadian National Railways and Canadian Pacific Railway at Prince Albert, Sask.

Approval of interchange tracks between Canadian National Railways and Canadian Pacific Railway at North Battleford, Sask.

## OPERATION OF BRIDGES

Operation of bridge over the provincial highway at mile 26.3, Montford Subdivision, Canadian National Railways, in parish of St. Sauveur, province of Quebec.

Operation of bridge over James street, Hamilton, Ontario, by the Canadian National Railways.

Operation of bridge over Bay street, Hamilton, Ont., by the Canadian National Railways.

Operation of bridge over John street, Hamilton, Ont., by the Canadian National Railways.

Operation of bridge over Catharine street, Hamilton, Ont., by the Canadian National Railways.

Operation of bridge east of Shannonville station, province of Ontario, by the Canadian National Railways.

Operation of bridge on the Weston road, in town of Weston, Ont., by the Canadian National Railways.

Operation of bridge No. 10, Welland ship canal, by Canadian National Railways, at Thorold, Ont.

Operation of bridge at Bedford street, Brantford, Ont., by the Canadian National Railways.

Operation of bridge No. 110.51 over the Kettle creek, just west of St. Thomas, Ont., by the Michigan Central Railway.

Operation of Bridge No. 6 over the new Welland canal at Merritton, Ont., by the Canadian National Railways.

Operation of Lift Bridge No. 10 over the new Welland canal at Thorold, Ont., by the Canadian National Railways.

## RAILWAY CONNECTIONS

Connection between Canadian National Railways and Canadian Pacific Railway in northeast quarter of sec. 5, tp. 44, r. 16, W. 3 M., at mile 0.0.

Connection between spur to serve the Canada Crushed Stone Company at Dundas, Ont., and branch line of the Canadian National Railways.

Connection between logging railway of the Fairservice-Gierin Timber Company and the Canadian Northern Pacific Railway at mile 10.18 Cowichan Subdivision, Vancouver island.

Connection between Canadian Pacific Railway and the tracks of Thompson, McDonald & McDonald, Ltd., in SE.  $\frac{1}{4}$  sec. 8, tp. 12, r. 26, W. 6 M., at mile 113.5, Thompson Subdivision, province of British Columbia.

Connection between Canadian National Railway spur and the Canadian Pacific Railway in lot G, city of Calgary, province of Alberta.

Connection between Canadian Pacific Railway (Debden-Meadow Lake Branch) and the Canadian National Railways in sec. 31, tp. 52, r. 6, W. 3 M., province of Saskatchewan.

Connection between the tracks of the Truax Traer Coal Company and the Canadian Pacific Railway at mile 140.2, Portal Subdivision, province of Alberta.

Connection between the Bulwark East Branch of the Canadian National Railways with the Swift Current Northwesterly Branch of the Canadian Pacific Railway in sec. 6, tp. 38, and sec. 31, tp. 37, r. 11, W. 4 M., province of Alberta.

Connection between two additional tracks of the Canadian National Railway and the tracks of the Canadian Pacific Railway east of the wharf at Vancouver, B.C.

Connection between the Iberville Subdivision of the Canadian National Railways and the Central Vermont Railway at Iberville, P.Q.

#### OPENING FOR TRAFFIC

Opening for traffic of the Lloydminster Northeasterly Branch of the Canadian Pacific Railway from mile 0.00 to 24.5, in the province of Saskatchewan.

Opening for traffic of a portion of the Suffield-Blackie Branch of the Canadian Pacific Railway from mile 124.65 to 147.0, province of Alberta.

Opening for traffic of the Acme Northwesterly Branch of the Canadian Pacific Railway from mile 0.0 to 28.9, in the province of Alberta.

Opening for traffic of the revised location of the Canadian National Railways from mile 80.24 to 80.75, Albreda Subdivision, in the province of British Columbia.

Opening for traffic of a branch line of the Canadian Pacific Railway from a point on the Lloydminster Subdivision, near Cutknife, Saskatchewan, at mile 0.0, to a connection with the tracks of the Canadian National Railways, Caruthers Subdivision, in section 1, township 44, range 21, W. 3rd Mer., in the province of Saskatchewan.

Opening for traffic of the revised location of the Canadian National Railways across the Sumas river, in the province of British Columbia, between mileage 78.49 and 78.98, in the province of British Columbia.

Opening for traffic of the Mawer Southwesterly Branch of the Canadian National Railways from mile 0.0 at junction of said branch with the Central Butte Branch of the Grand Trunk Pacific Railway at mile 86.49, southwesterly to present end of track, a distance of 35.0 miles, in the province of Saskatchewan.

Opening for traffic of the Lanigan-Prince Albert Branch of the Canadian Pacific Railway from mile 0.0 to 94.42, near Fenton, in the province of Saskatchewan.

Opening for traffic of the Willowbrook Northwesterly Branch of the Canadian National Railways from end of operated line at mile 89.92, Tonkin Subdivision, to end of track at Crowtherview, Sask., a distance of 22.45 miles.

Opening for traffic of the Canadian National Railways between Lake Verde and Pesquid Junction, in the province of Prince Edward Island.

Opening for traffic of the Turtleford Southeasterly Branch of the Canadian National Railways from Rabbit lake, mile 65.50 to junction with Blaine Lake Subdivision, at Speers, Sask., mile 95.35, a distance of 36.40 miles.

Opening for traffic of the Spruce Lake Westerly Branch of the Canadian National Railways from a junction with the Turtleford Subdivision, mile 71.87, to end of track at Frenchman Butte, Sask.

Opening for traffic of the Swift Current Northwesterly Branch of the Canadian Pacific Railway between Youngstown and Coronation, mile 187.54 to 227.04, in the province of Alberta.

Opening for traffic of the Archive-Wymark Branch of the Canadian Pacific Railway, mile 0.0 to 38.68, in the province of Saskatchewan.

Opening for traffic of the Sturgis-Peesane Branch of the Canadian National Railways from mile 39.60 (Reserve) northwesterly a distance of 31.07 miles, to a point distant 29.0 miles southeasterly from a junction with the Tisdale



Subdivision of the Canadian National Railways at Crooked River in the province of Saskatchewan.

Opening for traffic of a portion of the Melfort-Aberdeen Branch of the Canadian National Railways from a junction with the St. Brieux Subdivision of the Canadian National Railways at mile 1·91 (near Melfort, Sask.) to junction with the Langham Subdivision of the Canadian National Railways at mile 52·06 (near Aberdeen, Sask.) a distance of 87·60 miles.

Opening for traffic of the Langdon North Branch of the Canadian Pacific Railway (Acme-Empress) from mile 84·46 to 86·86, in the province of Alberta.

Opening for traffic of the Elk Point Easterly Branch of the Canadian National Railways from mile 141·73 Coronado Branch, to end of track at mile 161·27, a distance of 19·54 miles, in the province of Alberta.

Opening for traffic of vehicular subway from the city of Windsor, in the province of Ontario, to the city of Detroit, state of Michigan.

Opening for traffic of second double track of the Canadian Pacific Railway between mile 78·9 and 86·0, Cartier Subdivision, in the province of Ontario.

Opening for traffic of the Mawer Southwesterly Branch of the Canadian National Railways from mile 35 to 49·30, in the province of Saskatchewan.

Opening for traffic of the Sturgis-Peesane Branch of the Canadian National Railways from a junction with the Tisdale Subdivision of the Canadian Northern Railway at Crooked River, Sask., southerly for a distance of 29·0 miles.

Opening for traffic of the St. Walburg-Bonnyville Branch of the Canadian National Railways from the connection of the said branch with the Bonnyville Subdivision at Bonnyville, Alta., mile 37·15, easterly for a distance of 20·4 miles.

Opening for traffic deviation of the Montreal and Southern Counties Railway in the parish of Longueuil, county of Chambly, in the province of Quebec.

Opening for traffic of the Peace River Subdivision of the Northern Alberta Railway from mile 97·4 to 113·4, Fairview to Hines Creek, in the province of Alberta.

Opening for traffic of line revision of the Canadian National Railways from mile 77·58 and 78·31, Endiang Subdivision, in the province of Alberta.

Opening for traffic of the Kootenay Landing-Proctor Branch of the Canadian Pacific Railway, mile 0·0 to 34·6, in the province of British Columbia.

Opening for the carriage of traffic of the Melfort-Aberdeen Branch of the Canadian National Railways from a point 19·5 miles easterly from its junction with the Cudworth Subdivision at mile 65·9 (Wakaw, Sask.), thence easterly a distance of 8·15 miles, in the province of Saskatchewan.

Opening for traffic of the Dundas Branch of the Toronto, Hamilton and Buffalo Railway from Emerson street, in the township of Ancaster, to a point in the town of Dundas, Ont., near the intersection of Bond and Colborne streets, a distance of three and one half miles.

Opening for traffic of the second main line of the Canadian National Railways, mile 57·05 to 61·97, Asquith Subdivision, in the province of Saskatchewan.

Opening for traffic Bromhead Westerly Branch of the Canadian Pacific Railway, mile 26·31 to 45·13 (Lake Alma to Minton) in the province of Saskatchewan.

#### SUBWAYS

Approval of roadway and pedestrian subway under tracks of Canadian Pacific Railway at Highlands station, in town of Lasalle, parish of Lachine, province of Quebec.

Approval of subway under the tracks of the Canadian Pacific Railway on Delorimier avenue, Montreal, province of Quebec.

Approval of subway under the Canadian National Railways on Simcoe street, Oshawa, Ont.

Approval of diversion of public highway and reconstruction of subway under the Great Northern Railway, mile 175 from Princeton, B.C.

Approval of reconstruction of subway on the road diversion in the north-west quarter of sec. 19, tp. 38, r. 1, W. 5 M., mile 20.39, Alberta Central Sub-division, Canadian Pacific Railway.

Approval of subway to be constructed under the Canadian National Railways at Concord, Ont.

Approval of subway at Park avenue, Montreal, province of Quebec, where it crosses the Canadian Pacific Railway between Atlantic and Beaumont avenues.

Approval of subway under tracks of the Canadian National Railways at 97th street, Edmonton, Alta.

Approval of subway under the Canadian National Railways in lots 114 and 123, township of Waterloo, county of Waterloo, province of Ontario.

Approval of subway under the tracks of the Pere Marquette Railway at Wyandotte street, Walkerville, Ont.

Approval of reconstruction of subway at King street, Toronto, Ont., by the Canadian Pacific Railway.

Approval of reconstruction of subway at Queen street, Toronto, Ont., by the Canadian Pacific Railway.

Approval of viaduct from Ste. Antoine street to Ottawa street, and between St. James street and Dalhousie street, Montreal, P.Q., by the Canadian National Railways.

Approval of a subway on St. Maurice street, Montreal, P.Q., by the Canadian National Railways.

Approval of a subway on Ottawa street, Montreal, P.Q., by the Canadian National Railways.

Approval of a subway on Bridge street, Montreal, P.Q., by the Canadian National Railways.

Approval of a subway on William street, Montreal, P.Q., by the Canadian National Railways.

Approval of a subway on St. Paul street, Montreal, P.Q., by the Canadian National Railways.

Approval of a subway on Wellington street, Montreal, P.Q., by the Canadian National Railways.

Approval of a subway at D'Argenson street, Montreal, P.Q., by the Canadian National Railways.

Approval of a subway on St. James street, Montreal, P.Q., by the Canadian Pacific Railway.

Approval of a subway on Notre Dame street, Montreal, P.Q., by the Canadian National Railways.

Approval of a subway on St. Antoine street, Montreal, P.Q., by the Canadian National Railways.

Approval of subway on Canardiére Road, Quebec, P.Q., by the Canadian National Railways.

Approval of subway on Pembina Highway in the Winnipeg Terminal Sub-division, province of Manitoba, by the Canadian National Railways.

Approval of subway under the tracks of the Canadian National Railways at Simcoe street, Oshawa, Ont.

Approval of pedestrian subway under the Canadian Pacific Railway at Dundas street, Whitby, Ont.

Approval of subway at crossing of West street, con. 3, township of Brantford, on the line of the Canadian National Railways, province of Ontario.

Approval of subway under the tracks of the Canadian National Railways at 19th street east, Saskatoon, Sask.

Approval of subway under the tracks of the Canadian National Railways on Richmond street, London, Ont.

Approval of a subway under the tracks of the Canadian Pacific Railway on the road allowance north of the northeast quarter of sec. 16, tp. 10, r. 20, W. 1 M., at Kenmay, Man.

Approval of subway under the tracks of the Canadian National Railways on Wellington street, London, Ont.

Approval of subways at Cote St. Jean road, Donegain avenue, Coolbreeze avenue, Broadview avenue, and Cote St. Remi road, in the town and parish of Pointe Claire, county of Jacques Cartier, province of Quebec, on the line of the Canadian National Railways.

#### PROTECTION AT HIGHWAY CROSSINGS

Installation of bell and wig-wag at crossing of Ottawa avenue, municipality of South River, Ont., by the Canadian National Railways.

Establishment of new grade lines and improvement to view of crossing of highway at mile 117, Viking Subdivision, Canadian National Railways.

Installation of wig-wag signal in addition to existing bell at crossing of Vansittart street, east of station at Woodstock, Ont., by the Canadian Pacific Railway.

Installation of bell and wig-wag at crossing of Anderson road, north of Kinkora station, Prince Edward Island, by the Canadian National Railways.

Improvement to view at crossing of the Halifax-Yarmouth Trunk road by the Dominion Atlantic Railway at mile 14.6 from Annapolis, near Smith's Cove, N.S.

Installation of automatic electric bell and wig-wag at crossing of Prince William street, Campbellton, N.B., by the Canadian National Railways.

Improvement to view by establishing sight lines at Witter's Crossing, at Mildmay, Ont., by the Canadian National Railways.

Improvement to view at crossing of highway at mile 2, Murray Harbour Subdivision, Canadian National Railways, in the province of Prince Edward Island.

Installation of bell and wig-wag signals at highway crossing between lot 22, concession 1, and lot 22, Broken Front concession, township of Darlington, near Bowmanville, Ont.

Establishment of sight lines and removal of obstructions to view at crossing of the King's Highway No. 3, by the Pere Marquette Railway, lot 18, concession S.N.B.T.R., township of Southwold, county of Middlesex, province of Ontario.

Installation of manually operated bell and wig-wag at crossing of King street, Port Colborne, Ont., by the Canadian National Railways.

Installation of bell and wig-wag signals at crossing of Cremazie road by the Canadian Pacific Railway, mile 7, Lachute Subdivision, 1.1 miles west of Breslay station, in the City of Montreal, in the Province of Quebec.

Installation of bell and wig-wag at highway crossing at Aylesford, N.S., by the Dominion Atlantic Railway.

Installation of bell and wig-wag signal at crossing of Canboro road by the Toronto, Hamilton and Buffalo Railway between lot 18, concession 9, and lot 17, concession 10, township of Pelham, county of Welland, in the province of Ontario.

Installation of bell and wig-wag signals at crossing of highway between lots 15 and 16, concession 10, township of Pelham, county of Welland, in the province of Ontario, by the Toronto, Hamilton and Buffalo Railway.

Installation of bell and wig-wag signals at crossing of highway at Kendry, Ont., mile 30.4, Peterborough Subdivision, Canadian Pacific Railway.



Removal of obstructions to view at crossing of the Parry Sound-Rosseau Highway by the Canadian National Railways at mile 144.37 Bala Subdivision, township of Foley, in the province of Ontario.

Installation of bell and wig-wag signals at the crossing of the Luceville-St. Donat highway by the Canadian National Railway.

Installation of wig-wag signal in addition to existing bell at highway crossing at mile 52.0, Hamilton and Goderich Subdivision of the Canadian Pacific Railway.

Installation of double automatic bell and wig-wag signals at crossing of 11th Street West, Calgary, Alta., by the Canadian Pacific Railway.

Removal of obstructions to view at crossing of Dundas Street, Cooksville, Ont., by the Canadian National Electric Railways.

Removal of obstructions to view at crossing of highway 200 yards east of Fairholme Station, Sask., by the Canadian National Railways.

Installation of electric bell and wig-wag signals at crossing of Cathedral street, on the Lake Louise-Field road, Yoho park, in the province of British Columbia, by the Canadian Pacific Railway.

Installation of automatic bell and wig-wag signals at crossing of Garrison road, near Fort Erie, Ont., by the Canadian National Railways.

Installation of automatic bell and wig-wag signals at the crossing of Highway No. 10, south of Chatsworth, Ont., at mile 79.67, Owen Sound Subdivision, Canadian Pacific Railway.

Removal of obstructions to view at crossing of highway just north of the station at Venosta, P.Q., by the Canadian Pacific Railway.

Installation of bell and wig-wag signals at the crossing of the Walker road, in concession 7, township of Sandwich South, in the province of Ontario, by the Canadian Pacific Railway.

Installation of wig-wag signal in addition to existing bell at the first public crossing west of Rannoch, Ont., on the line of the Canadian National Railways.

Installation of bell and wig-wag signals at highway crossing, one mile east of Shedden, Ont., by the Pere Marquette Railway.

Installation of wig-wag in addition to existing bell at crossing of Provincial Highway No. 17 at Stittsville, Ont., by the Canadian Pacific Railway.

Installation of bell and wig-wag signals at crossing of Townsend street, North Simcoe, Ont., by the Canadian Pacific Railway.

Installation of wig-wag signal in addition to existing bell at crossing of Provincial Highway No. 15 at Stittsville, Ont., by the Canadian Pacific Railway.

Removal of obstructions to view at crossing of highway in section 11, township 19, range 21, W. 2 Mer., in the province of Saskatchewan, by the Canadian National Railways.

Removal of obstructions to view at Weiler's Crossing one-half mile north of Mildmay, Ont., by the Canadian National Railways.

Installation of wig-wag at north limit of Mount Forrest, Ont., King's Highway No. 6, by the Canadian National Railway.

Installation of bell and wig-wag at highway crossing at Meadowbrook, N.B., mile 112.63, Springhill Subdivision, Canadian National Railways.

Improvement to grade of approaches at crossing of the highway by the Canadian National Railways at Fremont Station, in the province of Quebec.

Installation of bell and wig-wag at crossing of the Cariboo Road, one and a half miles west of Dunnville, Ont., by the Canadian National Railways.

Removal of obstructions to view at crossing of Eric street, Stratford, Ont., by the Canadian National Railways.

Installation of double bell and wig-wag signals at crossing of highway west of Rideau Station, Ont., by the Canadian National Railways.

Installation of bell and wig-wag signals at crossing of the Webster side road, township of Saltfleet, in the province of Ontario.

## RAILWAY GRADE CROSSING FUND

Contribution of 40 per cent from Grade Crossing Fund towards cost of diversion of Senneterre-La Reine road in the township of Figuery, P.Q., on line of Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing bells and wigwags at crossing of Ottawa avenue, municipality of South River, Ont., by the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of new grade lines and improvement to view at highway crossing between sections 14 and 15, township 53, range 23, west 4th meridian, at mile 117, Viking Subdivision, Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing wig-wag signal in addition to existing electric bell at crossing of Vansittart street, Woodstock, Ont., by the Canadian Pacific Railway.

Contribution of 40 per cent from Grade Crossing Fund towards cost of diverting the Marieville-Cowansville highway along the north side of the Canadian Pacific Railway in parish of St. Brigide, county of Iberville, province of Quebec, by the Department of Roads of the province of Quebec.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing bell and wig-wag at crossing of Anderson road, north of Kinkora Station, Prince Edward Island, by Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of improvement to view at crossing of Halifax-Yarmouth trunk road by the Dominion Atlantic Railway, mileage 14.6 from Annapolis, near Smith's Cove, N.S.

Contribution of 40 per cent from Grade Crossing Fund towards cost of diverting the Montreal-St. Alban's highway along the west side of the Canadian National Railways for a distance of about 6,000 feet in the parish of St. Armand West, province of Quebec.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing electric bell and wig-wag at Prince William street, Campbellton, N.B., by the Canadian National Railways.

Contribution of 25 per cent from Grade Crossing Fund towards cost of establishing sight lines at Witter's Crossing, at Mildmay, Ont., by the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of removing obstructions to the view at crossing of the County road at Port Robinson, Ont., by the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of improving view at highway crossing at mile 2, Murray Harbour Subdivision, Canadian National Railways, in the province of Prince Edward Island.

Contribution of 30 per cent from Grade Crossing Fund towards cost of diversion of the Lacombe-Coronation highway in sections 25 and 14, township 39, range 22, W. 4 M., province of Alberta.

Contribution of 30 per cent from Grade Crossing Fund towards cost of constructing diversion of the Walsh-Crowsnest highway from section 35, township 6, range 30, W. 4 M., in village of Pincher, along south side of Canadian Pacific Railway to connection with road on the north boundary of section 36, township 6, range 30, W. 4 M., a distance of 1,100 feet.

Contribution of 20 per cent from Grade Crossing Fund towards cost of constructing diversion of provincial highway in the township of Saltfleet, province of Ontario.

Contribution of 40 per cent from Grade Crossing Fund towards cost of constructing highway crossing between sections 3 and 4, township 46, range 10, W. 4 M., province of Alberta.

Contribution of 40 per cent from Grade Crossing Fund towards cost of constructing subway under the Canadian National Railways on Simcoe street, Oshawa, Ont.

Contribution of 40 per cent from Grade Crossing Fund towards cost of diverting Perron Boulevard, and carrying same across Canadian National Railways by means of an overhead crossing at mile 63.4, Matapedia Subdivision, province of Quebec.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing automatic bell and wig-wag signals in lieu of existing bell, at crossing between lot 22, con. 1, and lot 22, Broken Front concession, township of Darlington, near Bowmanville, province of Ontario.

Contribution of 40 per cent from Grade Crossing Fund towards cost of removal of obstructions to view and establishing of sight lines at crossing of Pere Marquette Railway, by King's Highway No. 3, lot 18, con. 5, N.B.T.R., township of Southwold, county of Middlesex, province of Ontario.

Contribution of 10 per cent from Grade Crossing Fund towards cost of diverting the Yale road between stations 97 ÷ 97 and 223 ÷ 12, and construction of an overhead crossing of the Great Northern Railway about four miles west of Abbotsford, B.C.

Contribution of 40 per cent from Grade Crossing Fund towards cost of diverting Kempt street north to a connection with George street, and south to a connection with Dalhousie street, New Glasgow, N.S., and closing of Kempt street inside right of way of Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of diverting East River road where it crosses lots 13, 14 and 15 in concession 6, township of South Dumfries, province of Ontario, on the line of the Lake Erie and Northern Railway.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing manually operated bell and wig-wag at crossing of King street, Port Colborne, Ont., by the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of diverting the highway to the west side of the Canadian Pacific Railway and the Canadian National Railways connecting road allowance between concessions 5 and 6, township of South Orillia, with the side road between lots 5 and 6, province of Ontario.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing bell and wig-wag signals at crossing of the Cremazie road by the Canadian Pacific Railway, mile 7, Lachute Subdivision, 1.1 miles west of Breslay station, in city of Montreal, P.Q.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing automatic electric bell and wig-wag signals at highway crossing at Aylesford, N.S., by the Dominion Atlantic Railway.

Contribution of 30 per cent from Grade Crossing Fund towards cost of constructing diversion of the Edmonton-Lloydminster main highway along the southwest side of the Canadian National Railways from sec. 12, tp. 52, r. 14, W. 4 M., mile 87.58, to sec. 33, tp. 51, r. 13, W. 4 M., mile 92.40, province of Alberta.

Contribution of 40 per cent from Grade Crossing Fund towards cost of constructing overhead crossing of double track of the Canadian National Railways, and diversion of the Kingston road in lots 14 and 15, concession D, township of Scarborough, province of Ontario.

Contribution of 40 per cent from Grade Crossing Fund towards cost of constructing overhead bridge over the Canadian National Railways on Eglington avenue, Toronto, Ontario (not exceeding the sum of \$100,000).

Contribution of 40 per cent from Grade Crossing Fund towards cost of diversion of the Montreal-St. Alban's highway along west side of the Canadian National Railways, in the parishes of St. Armand Ouest and St. Pierre, province of Quebec.



Contribution of 35 per cent from Grade Crossing Fund towards cost of diversion of highway at Savona, B.C., and overhead crossing of the Canadian Pacific Railway at mile 23·83, west of Kamloops, B.C.

Contribution of 35 per cent from Grade Crossing Fund towards cost of diverting highway in sec. 30, tp. 11, r. 24, W.P.M., between Lenore and Pope, province of Manitoba, and elimination of two highway crossings of Canadian Pacific Railway.

Contribution of 40 per cent from Grade Crossing Fund towards cost of constructing overhead crossing of the Canadian Pacific Railway at mile 41·63, Chalk River Subdivision, just north of town of Arnprior, Ont.

Contribution of 40 per cent from Grade Crossing Fund towards cost of constructing diversion of public road from a point near Beaver Cove Station, Cape Breton, to a connection with existing road.

Contribution of 40 per cent from Grade Crossing Fund towards cost of constructing diversion of highway at Tupperville, N.S., closing of crossing of Dominion Atlantic Railway, and construction of farm crossing.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing three aspect Bryant wig-wag signal and bell at crossing of Toronto, Hamilton and Buffalo Railway by the Canboro road between lot 18, concession 9, and lot 17, concession 10, township of Pelham, county of Welland, province of Ontario.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing electric bell and wig-wag signal at crossing of highway by main line of Canadian Pacific Railway at Kendry, Ont.

Contribution of 40 per cent from Grade Crossing Fund towards cost of diverting highway over Willingdon-Stratheona Subdivision of the Canadian Pacific Railway.

Contribution of 40 per cent from Grade Crossing Fund towards cost of diverting highway and constructing subway under the Canadian National Railways in lots 114 and 123, township of Waterloo, province of Ontario.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing electric bell and wig-wag at crossing of the Luceville-St. Donat highway by the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing wig-wag signal in addition to existing bell at highway crossing 3 miles west of Wallenstein Station, Ont., by the Canadian Pacific Railway.

Contribution of 40 per cent from Grade Crossing Fund towards cost of diverting Kempt street north to a connection with George street, and south to a connection with Dalhousie street, in town of New Glasgow, province of Nova Scotia, and closing portion of Kempt street within the limits of the right of way of the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of diverting highway at Coldbrook, King's county, province of Nova Scotia, so as to eliminate two crossings of the Dominion Atlantic Railway.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing automatic bell and wig-wag signals at the crossing of 11th street west, Calgary, Alta., by the Canadian Pacific Railway.

Contribution of 40 per cent from Grade Crossing Fund towards cost of removing obstructions to view at crossing of highway 200 yards east of Fairholme station, province of Saskatchewan, by the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing automatic electric bell and wig-wag signals at Cathedral street crossing, on the Lake Louise-Field road, in Yoho park, province of British Columbia, by the Canadian Pacific Railway.

Contribution from Grade Crossing Fund of 40 per cent of  $2\frac{1}{2}\%$  of the cost of diverting public highway at Aulac, N.B., so as to eliminate two grade crossings of the Canadian National Railways.

Contribution of 20 per cent from Grade Crossing Fund towards cost of diverting the Calgary-Medicine Hat highway so as to eliminate two level crossings of the Canadian Pacific Railway east of station at Counters, Alta.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing bell and wig-wag at crossing of Garrison road, near Fort Erie, Ont., by the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing automatic electric bell and wig-wag signals at crossing of Highway No. 10, south of Chatsworth, Ont., mile 79.67, Owen Sound Subdivision, Canadian Pacific Railway.

Contribution of 40 per cent from Grade Crossing Fund towards cost of removing obstructions to view at highway crossing just north of station at Venosta, P.Q., on the Canadian Pacific Railway.

Contribution of 40 per cent from Grade Crossing Fund towards cost of changes in installation of automatic bell at crossing at St. Antoine st., Rigaud, P.Q., by the Canadian Pacific Railway.

Contribution of 40 per cent from Grade Crossing Fund towards cost of diverting highway and constructing overhead crossing of Canadian National Railways in S.E.  $\frac{1}{4}$  sec. 20, township 53, range 7, W. 5 M., at Entwistle, Alta.

Contribution of 40 per cent from Grade Crossing Fund towards cost of constructing standard highway crossing at mile 1.23, St. Tite Subdivision of the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of widening planking at crossing at Riviere-a-Pierre highway at mile 6.2, St. Tite Subdivision, Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of widening the planking at crossing of Riviere-a-Pierre highway at mile 4.4, St. Tite Subdivision, Canadian National Railways, near Notre Dame des Agnes, P.Q.

Contribution of 40 per cent from Grade Crossing Fund towards cost of removing obstructions to view at crossing of Riviere-a-Pierre highway at mileage 3.2, St. Tite Subdivision, Canadian National Railways, in parish of Canton Bois, county of Portneuf, province of Quebec.

Contribution of 40 per cent from Grade Crossing Fund towards cost of removing obstructions to view at crossing of highway by Canadian Pacific Railway, 1.3 miles north of Markdale station, province of Ontario.

Contribution of 40 per cent from Grade Crossing Fund towards cost of diverting Transmission avenue along Canadian Pacific Railway right of way to intersection of Cedar, Hemlock and St. Marc streets, Montreal, P.Q.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing wig-wag signal in addition to existing bell at highway crossing of Canadian National Railways in lot 4, concession 6, township of Orillia South, province of Ontario.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing automatic bell and wig-wag at crossing of the Canadian Pacific Railway in concession 7, township of Sandwich South, province of Ontario.

Contribution of 40 per cent from Grade Crossing Fund towards cost of constructing diversion of highway to a new crossing of the Kettle Valley Railway at mileage 69, east of Princeton, B.C.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing double bell and wig-wag signals at highway crossing west of Chatham, Ont., on No. 2 highway, concessions 4 and 5, township of Raleigh, province of Ontario, by the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing bell and wig-wag signal at highway crossing two miles east of city of Chatham, Ont., by the Canadian Pacific Railway.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing wig-wag signal at crossing of Wellington street, Hamilton, Ont., by the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing wig-wag signal in addition to existing bell at first public crossing west of Rannoch, Ont., by the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing wig-wag signal in addition to existing electric bell at highway crossing in lot 4, concession 6, township of Orillia South, Province of Ontario.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing bell and wig-wag signals at crossing of highway one mile east of Shedden, Ont., by the Pere Marquette Railway.

Contribution of 40 per cent from Grade Crossing Fund towards cost of diverting the highway and eliminating the crossing over the Canadian National Railways, Hagersville Subdivision, lot 2, concession 6, township of Barton, Ont.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installation of wig-wag in addition to existing bell at crossing of Provincial Highway No. 17 at Stittsville, Ont., by the Canadian Pacific Railway.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing bell and wig-wag signal at crossing of Townsend street, North Simcoe, Ont., by the Canadian Pacific Railway.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing wig-wag signal at crossing of Provincial Highway No. 15, in village of Stittsville, Ont., by the Canadian Pacific Railway.

Contribution of 40 per cent from Grade Crossing Fund towards cost of removing obstructions to view in section 11, township 19, range 21, W. 2 M., province of Saskatchewan, by the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund (not exceeding \$100,000) towards cost of constructing subway on Simcoe street, Oshawa, Ont., under the tracks of the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of diverting highway and constructing crossing over the Kettle Valley Railway (Canadian Pacific Railway) at mile 64.6, Princeton Subdivision, province of British Columbia.

Contribution of 40 per cent from Grade Crossing Fund towards cost of diversion of public road at Timberlea, N.S., in the Chester Subdivision of the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of removing obstructions to view at crossing of highway at mile 63.86, Glendyne Subdivision of the Canadian National Railways, in province of Quebec.

Contribution of 40 per cent from Grade Crossing Fund towards cost of constructing subway under the Canadian National Railways at Drouillard Road, East Windsor, Ont.

Contribution of 40 per cent from Grade Crossing Fund towards cost of removing obstruction to view at Weilers Crossing, one-half mile north of Mildmay, Ont., by the Canadian National Railways.

Contribution of 30 per cent from Grade Crossing Fund towards cost of constructing diversion of highway through lots 23, 24, 25 and 26, concessions 5 and 6, township of Gainsboro, province of Ontario.

Contribution of 40 per cent from Grade Crossing Fund toward cost of installing wig-wag signal at crossing of Canadian National Railways at north limits of Mount Forest, Ont., King's Highway No. 6.

Contribution of 40 per cent from Grade Crossing Fund towards cost of constructing overhead bridge across the tracks of the Temiskaming and Northern Ontario Railway at Lang street, Cobalt, Ont.

Contribution of 40 per cent from Grade Crossing Fund towards cost of constructing subway under the tracks of the Canadian National Railways on the 7th line road, Oakville, Ont.



Contribution of 40 per cent from Grade Crossing Fund towards cost of diverting the Montreal-Hull-Aylmer-Pembroke highway in municipalities of Onslow and Bristol, the two existing crossings over Canadian Pacific Railway to be closed.

Contribution of 40 per cent from Grade Crossing Fund towards cost of diverting public road at Hunt's point, Queen's county, province of Nova Scotia, and closing existing public crossings at mileages 8-19 and 8-67, Yarmouth Subdivision of Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of diverting the highway at the second public crossing east of Alice, Ont., by the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of constructing road diversion between mile 68-60 and 69-35, New Glasgow Subdivision of Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of diverting public road between Elmsdale and Lantz in province of Nova Scotia.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing bell and wig-wag at Meadowbrook, N.B., mile 112-68, Springhill Subdivision, Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund (not to exceed \$100,000) towards cost of constructing subway under tracks of the Canadian National Railways at 19th street east, Saskatoon, Sask.

Contribution of 40 per cent from Grade Crossing Fund towards cost of improvement to view at the crossing of the highway at Fremart Station, P.Q., by the Canadian National Railways.

Contribution of 20 per cent from Grade Crossing Fund towards cost of constructing road diversion of sec. 32, tp. 16, r. 22, W. 1st M., on the line of the Canadian Pacific Railway, province of Manitoba.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing bell and wigwag at crossing of the Canboro road, one and a half miles west of Dunnville, Ont., by the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of constructing subway under the Canadian Pacific Railway at Kenmay, Man.

Contribution of 40 per cent from Grade Crossing Fund towards cost of construction of a subway (not exceeding \$100,000) under the Canadian Pacific Railway and the Essex Terminal Railway on Ellis avenue, Windsor, Ont.

Contribution of 40 per cent from Grade Crossing Fund towards cost of constructing a subway (not exceeding sum of \$100,000) under the tracks of the Canadian National Railways on Richmond St., London, Ont.

Contribution of 40 per cent from Grade Crossing Fund towards cost of diversion of highway at Mervin, Sask., on the line of the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of removing obstruction to view at crossing of the Canadian National Railways at Erie street, Stratford, Ont.

Contribution of 40 per cent from Grade Crossing Fund towards cost of constructing foot-bridge over the tracks of the Canadian Pacific Railway at Swift Current, Sask.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing double bells and wig-wags at highway crossing west of Rideau station, province of Ontario, by the Canadian National Railways.

Contribution of 25 per cent from Grade Crossing Fund towards cost of constructing diversion of highway from Eln Creek to Haywood, Man.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing bell and wig-wag signal at crossing of Webster side road, lots 26 and 27, township of Saltfleet, province of Ontario, by the Canadian National Railways.

Province	Industrial Sidings	Highway Crossings	Highway Diversions	Highway Crossings closed	Farm Crossings	Overhead Highway	Crossing Subways	Wig-wag Signals	Bells and Wig-wags	Bridges	Power Wire Crossings
British Columbia.....	30	78	4	3	1	3	.....	.....	.....	14	.....
Alberta.....	48	277	46	40	2	1	1	.....	1	2	.....
Saskatchewan.....	33	618	116	106	.....	.....	1	.....	.....	4	.....
Manitoba.....	14	24	6	7	1	.....	2	.....	.....	.....	.....
Ontario.....	46	50	18	20	.....	15	22	8	17	4	.....
Quebec.....	24	43	14	13	1	2	7	.....	2	6	.....
New Brunswick.....	1	7	1	2	.....	.....	.....	.....	2	.....	.....
Nova Scotia.....	.....	9	11	15	2	.....	.....	.....	1	1	.....
Prince Edward Island.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....
Total.....	196	1,107	216	206	7	21	33	8	24	31	172

## EXPROPRIATION

Expropriation by the Northern Alberta Railway of additional land in s.e.  $\frac{1}{4}$  sec. 15, tp. 78, r. 2. W. 6 M., for purpose of maintaining a ditch for the purpose of supplying water to the company's reservoir at Belloy station.

Expropriation of additional lands in district lot 536, Osoyoos Division of Yale district, province of British Columbia, by the Vancouver, Victoria and Eastern Railway.

Expropriation of lands in n.e.  $\frac{1}{4}$  sec. 2, tp. 40, r. 13, W. 4 M., by the Canadian Pacific Railway to provide for a wye.

Expropriation of land situate in Belvedere Ward, city of Quebec, by the Canadian Pacific Railway for railway facilities.

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In addition to the above many other matters have been dealt with by the Board's engineers, such as exemption from fencing, gates and cattle-guards, reduced clearances of structures at railway sidings, removal of speed limitations, removal of industrial spurs, speed restriction of trains through junctions, protection of switches on spurs leading to industries, farm crossing complaints, investigation of railways out of repair, investigation of accidents, farm crossing complaints, drainage complaints, inductive interference, and protection at crossings of telephone and telegraph wires by power transmission lines.



## APPENDIX "C"

REPORT OF THE CHIEF OPERATING OFFICER OF THE BOARD FOR  
THE YEAR ENDING DECEMBER 31, 1930

February 13, 1931.

A. D. CARTWRIGHT, Esq.,  
Secretary, Board of Railway Commissioners,  
Building.

DEAR SIR,—In compliance with section 31 of the Railway Act of 1919, the annual report of the Chief Operating Officer covering the work of the Operating Department of the Board during the fiscal year ending December 31, 1930, is respectfully submitted in quadruplicate.

REPORTING AND INVESTIGATING ACCIDENTS ATTENDED BY PERSONAL INJURY OR LOSS  
OF LIFE

Two thousand four hundred and twenty-seven accidents were reported during the year to the Board by the various railway companies subject to its jurisdiction, involving 2,937 casualties, of which number 425 persons were killed and 2,512 persons injured. See statements Nos. 1, 3, and 4, for particulars.

The comparative statements Nos. 2, 5, and 6, herewith, of killed and injured show a decrease of 1 person killed and a decrease of 442 injured.

Of the total 2,427 accidents so reported, 1,239 were investigated, covering 257 persons killed and 1,509 persons injured. Detailed statements Nos. 7, 8, 9 and 10 cover the investigations with respect to collisions, derailments, accidents at highway crossings and accidents to employees while working on or under engines. These four statements show a total of 485 investigations, covering 135 persons killed and 735 persons injured. The remainder, 754 investigations, covers 122 persons killed and 774 injured, and are spread over accidents covered by the various headings referred to in statements Nos. 3, 4, and 5.

It will be observed that out of a total of 2,426 accidents involving 2,937 casualties during the fiscal year there were 168 trespassers killed and 205 injured. In this connection reference is made to statement No. 16, showing by railways and provinces the number of killed and injured.

The matter of highway crossing accidents, protection provided, etc., is dealt with by detailed statements Nos. 3, 4, 5, 9, 11, 12, 13, 14 and 15.

## INSPECTION OF SAFETY APPLIANCES AND CAR EQUIPMENT

The work coming within this category is largely carried on under the provisions of section 298 of the Railway Act and the Board's General Orders Nos. 102, 128, 261, 270, 356, 458 and 461. Reference to the work performed by the department in this connection will be found in detailed statements Nos. 19, 20, 21-A and 21-B. The inspection of 64,708 cars, it will be readily understood, entails considerable time and labour, both on the ground and in the office at headquarters, where the work of recording, checking and filing of the

numerous reports is carried on and subsequent correspondence with the railway companies with a view to having the defects so reported remedied as promptly as possible.

The inspection of 64,708 cars above referred to revealed 3,400 defective cars (5.25 per cent) with defects totalling 3,847.

#### INSPECTION OF MOTIVE POWER

This division of the work is carried on under sections 298, 299, 200 and 201 of the Railway Act, and the Board's General Orders Nos. 12, 31, 66, 102, 131, 199, 226, 289, 293, 362, 385, 402, 403, 404, 412, 415, 424, 434, 436, 463, 473, 480 and 486. A total of 11,133 locomotives were inspected during the fiscal year, the total number of defective engines being 527, (5 per cent), with defects numbering 639. For details see statement No. 22.

Under General Order No. 473, the so-called "Locomotive Boiler Inspection Order," 68,057 report forms of monthly and annual inspections, tests, etc., were filed with the Department during the year. These reports cover 5,651 locomotives.

#### STATIONARY BOILERS

Pursuant to General Order No. 330, the so-called "Stationary Boiler Inspection Order," 4,241 report forms of semi-annual and annual inspections were filed during the year covering 2,084 stationary boilers. The checking and recording of the above mentioned locomotive and stationary boiler reports, together with the necessary correspondence in connection therewith, naturally creates an extensive line of work.

#### INSPECTION OF PASSENGER EQUIPMENT; STATION BUILDINGS AND PREMISES

This work comprises features of safety, cleanliness, accommodation, etc. A large number of matters have been brought to the attention of the proper officials with beneficial results.

APPLICATIONS AND COMPLAINTS RE TRAIN AND STATION SERVICE, HIGHWAY CROSSING

#### PROTECTION, STATION LOCATIONS, CAR SUPPLY, ETC.

The work under this heading covers a wide range of subjects and entails, in many instances, a considerable amount of inquiry and research. During the year complaints and applications numbering 1,290 were inquired into and reported upon.

In conclusion it might be stated that in order to accomplish the work briefly outlined in the foregoing it has necessitated the travelling of 359,156 miles by the staff of this department.

Respectfully submitted,

G. SPENCER,

*Chief Operating officer.*

No. 1.—STATEMENT showing number of passengers, employees and others killed and injured on railways under the Board's jurisdiction, for year ending December 31, 1930.

Name of Railway	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Canadian National.....	13	223	41	964	164	380	218	1,567
Canadian Pacific.....	3	71	42	428	113	267	158	766
Michigan Central.....	1	2	3	33	7	14	11	49
Toronto, Hamilton and Buffalo.....				4		6		10
Dominion Atlantic.....		1	1	2		13	1	16
Great Northern.....			1	4	3		4	4
British Columbia Electric.....					3	1	3	1
Pere Marquette.....					3	18	3	18
Kettle Valley.....		1	3	8			3	10
London & Port Stanley.....						9		9
Northern Pacific.....				1				1
Napierville Junction.....				1				1
Lake Erie & Northern.....					1	1	1	1
New York Central.....		1		3	1	2	1	6
Esquimalt & Nanaimo.....				9	1	4	1	13
Hull Electric.....				1	1		1	1
Quebec Central.....					5	1	5	1
Grand River.....			1		3	4	4	4
Temiscouata.....			1		3		4	
Algoma Eastern.....		1				2		3
Northern Alberta.....				1	1	1	1	2
Vancouver Harbour Commissioners Terminal.....						2		2
Canadian National Electric.....		7		2		5		14
Fredericton & Grand Lake Coal and Railway.....		1						1
Sydney & Louisburg.....			1	1	1	2	2	3
Essex Terminal.....					1	2	1	2
Montreal & Southern Counties.....					1	1	1	1
Quebec Railway, Light and Power.....			1		1		2	
Brantford & Hamilton Electric.....						3		3
Central Vermont.....						3		3
	17	308	95	1,462	313	742	425	2,512

No. 2.—COMPARATIVE statement of killed and injured between year ending December 31, 1929 and year ending December 31, 1930.

	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1929.....	16	349	105	1,891	305	714	426	2,954
1930.....	17	308	95	1,462	313	742	425	2,512
Increase.....	1				8	28		
Decrease.....		41	10	429			1	442

No. 3.—STATEMENT showing separately the number of passengers, employees and others, killed and injured, and the nature of the accidents, for the year ending December 31, 1930.

Character of Accidents	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Derailment.....	4	67	6	52	2	2	12	121
Collision, head-on.....		16		8		1		25
Collision, rear-end.....		1	1	7		1	1	9
Collision in yards.....		7	1	16		3	1	26
Collision with cars standing foul.....		1		1				2
Collision with cars, account of open switch.....		2		1				3



No. 3.—STATEMENT showing separately the number of passengers, employees and others, killed and injured, and the nature of the accidents, for the year ending December 31, 1930.—*Concluded.*

Character of Accidents	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Collision at level (diamond) crossing.....			1	4		2	1	6
Public highway crossing protected by gates.....					6	21	6	21
Public highway crossing protected by bell.....					13	39	13	39
Public highway crossing protected by lightning Flash signal.....						4		4
Public highway crossing protected by watchman.....					4		4	
Public highway crossing unprotected.....				15	93	391	93	406
Private crossing.....			1	10	12	23	13	33
Trespassing.....					168	205	168	205
Working on or under engine.....			3	160				160
Miscellaneous.....	127		2	385	1	18	3	530
Adjusting couplers, coupling and uncoupling.....			3	60			3	60
Run down by engine or car between stations.....			8	2	1		9	2
Falling off hand-car, motor, or velocipede.....			6	159		3	6	162
Hand-car, motor, velocipede, struck by train.....			8	29		1	8	30
Crawling between cars, over couplers.....			1	4			1	4
Passing between cars, between couplers.....			1	1			1	1
Struck by car standing foul.....				4				4
Struck by switch-stand, water-spout, mail-crane, etc.....				15				15
Crushed between cars, building, lumber pile, platform, etc.....			1	7			1	7
Explosion of locomotive boiler.....		1	2	1		3	2	5
Falling off passenger train.....	1	9	1	2			2	11
Falling off tender while handling coal.....				1				1
Falling off tender while taking water.....				4				4
Sideswipe.....		1		13				14
Riding on pilot or footboard of engine.....			6	39			6	39
Overhead obstruction.....		1	1	6			1	7
Repairing cars on repair track, when moved.....				1				1
Falling off top of car.....			1	25			1	25
Falling between cars.....			4	3			4	3
Application of air brake.....		6	1	111		3	1	120
Jumping off train in motion.....	4	34	2	52	1	5	7	91
Attempt to board train in motion.....	1	9	3	57	1	1	5	67
Washout.....	5	24	2	3	8	1	15	28
Electrocuted.....			1				1	
Run down by engine or at station or in yard.....	2	1	22	50	3	11	27	62
Falling off side and end ladders of cars.....			1	26			1	26
Falling off car while working hand brake.....				65				65
Handling freight and baggage.....		1		12		2		15
Loading and unloading O.C.S. material.....			2	28			2	28
Staking or poling cars.....				2				2
Cars moved while being loaded or unloaded.....				4		2		6
Carmen working on or under cars on running track when moved.....			1	2			1	2
Chaining and unchaining cars.....				1				1
Coupling and uncoupling hose.....			1	10			1	10
Turning angle cock.....			1	4			1	4
	17	308	95	1,462	313	742	425	2,512



[illegible]





[illegible]





[illegible]

No. 5.—COMPARATIVE statement in totals of killed and injured by class of accident, between year ending December 31, 1929, and year ending December 31, 1930.

	1929		1930		Increase		Decrease	
	K.	I.	K.	I.	K.	I.	K.	I.
Derailement.....	11	92	12	121	1	29		
Collision, head-on.....	17	61		25			17	36
Collision, rear-end.....	2	23	1	9			1	14
Collision in yard.....	3	69	1	26			2	43
Collision with cars standing foul.....				2		2		
Collision with cars account open switch.....		16		3				13
Collision at level (diamond) crossing.....		1	1	6	1	5		
Public highway crossing protected by gates.....	4	16	6	21	2	5		
Public highway crossing protected by bell.....	22	66	13	39			9	27
Public highway crossing protected by lightning flash signal.....				4		4		
Public highway crossing protected by watchman.....		16			4			16
Public highway crossing unprotected.....	114	397	93	406		9	21	
Private crossing.....	15	39	13	33			2	6
Trespassing.....	142	136	168	205	26	69		
Working on or under engine.....		174	3	160	3			14
Miscellaneous.....	5	652	3	530			2	122
Adjusting couplers, coupling and uncoupling.....	5	105	3	60			2	45
Run down by engine or car between stations.....	11	7	9	2			2	5
Falling off hand-car, motor, or velocipede.....	4	198	6	162	2			36
Hand-car, motor, or velocipede, struck by train.....	5	18	8	30	3	12		
Crawling under cars.....		1						1
Crawling between cars, over couplers.....	1	4	1	4				
Passing between cars between couplers.....	2	2	1	1			1	1
Struck by car standing foul.....		3		4		1		
Struck by switch-stand, water-spout, mail crane, etc.....	1	21		15			1	6
Crushed between cars, buildings, lumber pile, platform, etc.....	1	20	1	7				13
Explosion of locomotive boiler.....		1	2	5	2	4		
Falling off passenger train.....	4	16	2	11			2	5
Falling off tender while handling coal.....				1		1		
Falling off tender while taking water.....				4				1
Sideswipe.....	2	22		14			2	8
Riding on pilot or footboard of engine.....	3	55	6	39	3			16
Overhead obstruction.....		12	1	7	1			5
Repairing cars on repair track, when moved.....				1		1		
Falling off top of car.....	2	47	1	25			1	22
Falling between cars.....	6	5	4	3			2	2
Application of air brake.....	2	159	1	120			1	39
Jumping off train in motion.....	10	81	7	91		10	3	
Attempt to board train in motion.....	1	72	5	67	4			5
Washout.....	3	56	15	28	12			28
Bridge give way, or destroyed by fire.....	2						2	
Electrocuted.....	1		1					
Run down by engine or cars at stations or in yards.....	20	62	27	62	7			
Caught by engine or car while throwing switch.....		2						2
Falling off side and end ladders of cars.....	2	50	1	26			1	24
Falling off car while working hand brake.....	3	82		65			3	17
Handling freight and baggage.....		18		15				3
Loading and unloading O.C.S. material.....		31	2	28	2			3
Staking or poling cars.....		4		2				2
Working in coal chute.....		1						1
Cars moved while being loaded or unloaded.....		7		6				1
Drawbridge open.....		2						2
Carmen working on or under cars on running track when moved.....		1	1	2	1	1		
Chaining and unchaining cars.....		1		1				
Coupling and uncoupling hose.....		13	1	10	1			3
Turning angle cock.....		12	1	4	1			8
	426	2,954	425	2,512	76	153	77	595

	Killed	Injured
1929.....	426	2,954
1930.....	425	2,512
Decrease.....	1	442

No. 6.—COMPARATIVE statement in totals of killed and injured between year ending December 31, 1929, and year ending December 31, 1930.

Railway	1929		1930		Increase		Decrease	
	K.	I.	K.	I.	K.	I.	K.	I.
Canadian National.....	202	1,724	218	1,567	16			157
Canadian Pacific.....	158	907	158	766				141
Michigan Central.....	18	85	11	49			7	36
Toronto, Hamilton and Buffalo.....	3	90		10			3	80
Dominion Atlantic.....	6	6	1	16		10	5	
Great Northern.....	2	6	4	4	2			2
British Columbia Electric.....	2	3	3	1	1			2
Pere Marquette.....	3	16	3	18		2		
Kettle Valley.....	1	14	3	10	2			4
London and Port Stanley.....	5	3		9		6	5	
Northern Pacific.....				1		1		
Napierville Junction.....		2		1				1
Lake Erie and Northern.....	4	3	1	1			3	2
New York Central.....	2	20	1	6			1	14
Esquimalt and Nanaimo.....		6	1	13	1	7		
Hull Electric.....		1	1	1		1		
Quebec Central.....	1	9	5	1	4			8
Grand River.....	2	6	4	4	2			2
Temiscouata.....			4		4			
Algoma Eastern.....		1		3		2		
Northern Alberta.....	1	3	1	2				1
Vancouver Harbour Commissioners Terminal.....		1		2		1		
Canadian National Electric.....	9	26		14			9	12
Fredericton Grand Lake Coal and Railway.....				1		1		
Sydney and Louisburg.....			2	3	2	3		
Essex Terminal.....		1	1	2	1	1		
Montreal and Southern Counties.....		3	1	1	1			2
Quebec Railway, Light and Power.....	1	1	2		1			1
Brantford and Hamilton Electric.....				3		3		
Central Vermont.....				3		3		
Quebec, Montreal and Southern.....		7						7
Algoma Central and Hudson Bay.....	3	6					3	6
Midland Railway of Manitoba.....		3						3
Atlantic, Quebec and Western.....	1						1	
Windsor, Essex and Lake Shore.....	2	2					2	2
	426	2,954	425	2,512	38	41	39	483

	Killed	Injured
1929.....	426	2,954
1930.....	425	2,512
Decrease.....	1	442

No. 7.—STATEMENT showing collisions attended by personal injury, investigated during the year ending December 31, 1930.

Inv. File	Date	Railway	Place	Killed	Injured
22205	Dec. 17	C.N.R.....	Kingston, Ont.....		2
22210	Dec. 14	C.N.R.....	Nipissing, Ont.....		22
22213	Dec. 21	C.N.R.....	Winnipeg, Man.....		5
22228	Dec. 25	C.P.R.....	Brandon, Man.....		2
22231	Nov. 26	C.N.R.....	Wynd, Alta.....	2	5
22238	Dec. 31	T. H. & B.....	Hamilton, Ont.....		2
22240	Dec. 20	C.N.R.....	Soulard, Que.....		6
22267	Dec. 11	C.N.R.....	Bedford Subdivision, Mileage 2, N.S.....		1
22303	Dec. 19	C.N.E.R.....	Norval, Ont.....		14
23316	Jan. 27	C.P.R.....	Glencoe, Ont.....		3
22356	Feb. 6	C.N.R.....	Hornepayne, Ont.....	1	i
22435	Feb. 22	C.N.R.....	Coteau, Que.....		1
22447	Mar. 11	C.N.R.....	Mount Stewart Junction, P.E.I.....		5
22505	Mar. 19	C.P.R.....	Cardston, Alta.....		2
22594	April 2	C.N.R.....	Lac Au Saumon, Que.....		3



No. 7.—STATEMENT showing collisions attended by personal injury, investigated during the year ending December 31, 1930.—*Concluded*

Inv. File	Date	Railway	Place	Killed	Injured
22680	May 25	H.E.R.	Deschenes, Que.		1
22762	May 17	F.G.L. & C.	Fredericton, N.B.		1
22847	June 29	C.N.R.	St. Simon, Que.		1
22897	Aug. 1	C.N.R.	Toronto, Ont.		3
22904	July 23	C.N.R.	Pointe St. Charles, Que.		3
22919	July 24	M.C.R.	Dutton, Ont.		1
22953	July 30	C.N.E. R.	Fonthill, Ont.		1
22987	Aug. 20	C.N.R.	Moncton, N.B.		2
23075	Aug. 9	C.N.R.	Capreol, Ont.		1
23143	Sept. 16	C.N.R.	McIntosh, Ont.	1	1
23202	Oct. 14	C.P.R.	Sharbot Lake, Ont.		1
23248	Oct. 4	C.N.R.	Savona, B.C.		1
23339	Nov. 7	C.P.R.	Maple Creek, Sask.		1
23390	Nov. 16	C.P.R.	Millwood, Man.		2
23401	Dec. 5	C.N.R.	Royalty Junction, P.F.I.	2	1
				6	95

No. 8.—STATEMENT showing derailments attended by personal injury, investigated during the year ending December 31, 1930.

Inv. File	Date	Railway	Place	Killed	Injured
22174	Nov. 8	C.N.R.	Dixie, $\frac{1}{2}$ mile East, Que.		2
22196	Dec. 30	C.N.R.	Boochroyd, B.C.	2	
22200	Jan. 8	C.N.R.	Cut Arms, 1-8 miles East, Sask.		17
22223	Dec. 16	C.N.R.	White Station, 1-4 miles West, Ont.		1
22224	Dec. 19	C.P.R.	Shelburne, Ont.		2
22227	Dec. 18	C.N.R.	St. Eustache, Que.	1	6
22235	Dec. 5	C.N.R.	St. Hyacinthe, Que.		1
22241	Dec. 25	C.N.R.	Beachburg Subdivision, Mileage 100, Ont.		2
22254	Dec. 2	C.N.R.	West Toronto, Ont.		1
22258	Jan. 22	C.N.R.	Jackman, 1 mile East, B.C.		1
22277	Jan. 13	C.N.R.	Tinmount, Ont.		2
22361	Feb. 8	C.N.R.	Chatham, Ont.		1
22365	Feb. 10	C.N.R.	Argue, Man.		2
22424	Feb. 26	C.N.R.	Holland Landing, Ont.		12
22438	Mar. 15	C.N.R.	Brawny, Ont.		2
22440	Mar. 25	C.N.R.	Sweetsbridge, 1-3 miles North, B.C.		3
22456	Mar. 11	C.N.R.	Tolstoi, Man.		1
22477	Feb. 1	C.P.R.	Lardeau Subdivision, Mileage 125, B.C.		1
22478	Feb. 24	C.P.R.	West Portal Station, B.C.		1
22483	Mar. 15	C.N.R.	St. Tite Subdivision, Mileage 16, Que.		1
22511	April 23	C.N.R.	Bathurst Subdivision, Mileage 92, N.B.		1
22546	April 14	C.P.R.	Brickburn, Alta.		2
22590	April 26	C.N.R.	St. Quentin Subdivision, Mileage 23-7, N.B.		1
22592	May 21	C.N.R.	Collins Bay, Ont.		2
22593	April 23	C.N.R.	Pugwash Subdivision, Mileage 3-86, N.S.		2
22611	May 5	C.N.R.	Falls Creek, 2-7 miles East, B.C.		2
22613	April 8	C.N.R.	Wire Cache, 1-5 miles West, B.C.	1	
22622	May 24	C.P.R.	Calgary, Alta.		1
22640	June 7	C.N.R.	Alpland, West of, B.C.		1
22704	July 1	C.N.R.	Christie's Siding, Ont.		1
22765	May 12	C.N.R.	Caraquet Subdivision, Mileage 8, N.B.		1
22811	June 8	C.N.R.	Pinewood, Ont.		1
22873	June 28	C.N.R.	Grand Mere Subdivision, Mileage 49, Que.		1
22874	July 20	C.N.R.	Canaan, N.B.	4	19
22918	July 22	M.C.R.	St. Thomas, Ont.		1
22958	Aug. 4	C.N.R.	St. Lambert, Que.		4
22959	Aug. 4	C.N.R.	Huntsville Subdivision, Mileage 98-5, Ont.	1	2
23005	Aug. 29	C.P.R.	Pembroke, Ont.	1	3
23079	Sept. 21	C.N.R.	Victor, Sask.		1
23150	Sept. 25	C.N.R.	Neebing, Ont.		3
23233	Nov. 2	C.N.R.	Drummondville Station, Que.		3
23386	Dec. 15	C.P.R.	Bredenbury Subdivision, Mileage 10-5, Man.		1
22607	Mar. 28	K.V.R.	Coquihalla Subdivision, Mileage 112-8, B.C.	1	2
				11	114

Inv. File	Board File	Date	Time	Railway	Place	K.	L.	Protec- tion	Class of Accident	Remarks
22166	29529-9	Nov. 22	8-40 a.	G.N.R.	Ardley, Boundary Road, B.C.					Sgle; r.a. rural; bldgs.
22170	9437-105	Dec. 25	11-40 a.	C.P.R.	Islington St., Dundas St., Ont.	3		Unp.	Auto	Dble; r.a. urban; bldgs.
22173	27156-144	Dec. 5	1-55 p.	C.P.R.	Vaudreuil St., Crossing West of, Que.		1	Unp.	Auto	Sgle; r.a. rural.
22177	26807-65	Dec. 4	20-20 k.	C.P.R.	Pasqua St., 4th Crossing West, Sask.		1	Unp.	Auto	Sgle; r.a. rural.
22184	9437-1315	Nov. 28	1-15 p.	N.Y.C.	St. Albert, 1st Crossing South, Ont.		1	Unp.	Auto	Sgle; r.a. rural
22186	9437-452	Nov. 29	14-20 k.	C.P.R.	Nanton, Marshall St., Alta.	1		Unp.	Pedes.	Sgle; r.a. rural
22198	Casse 4803	Dec. 6	4-35 k.	C.P.R.	Portage la Prairie, Tupper St., Man.		1	Unp.	Auto	Dble; urban; bldgs; sdgs.
22199	23458	Dec. 14	15-19 k.	C.P.R.	Oak Lake St., 1st crossing East, Ont.	1		Unp.	Sleigh	Dble; r.a. urban; bldgs.
22201	9437-440	Nov. 30	11-35 p.	C.N.R.	Courtland, 1st crossing East, Ont.	2		Unp.	Truck	Sgle; r.a. urban; bldgs; trees
22202	26842-58	Dec. 2	5-55 p.	M.C.R.	Air Line Crossing, No. 3 Highway, Ont.		5	Unp.	Auto	Sgle; r.a. rural.
22203	27929-30	Nov. 26	8-16 p.	P.M.R.	Courtright Stn., 1st crossing North, Ont.				Auto	Sgle; r.a. urban; bldgs; sdgs.
22204	26765-268	Nov. 22	7-00 p.	C.N.R.	Sarnia, London Road Crossing, Ont.		1	Unp.	Auto	Sgle; r.a. urban; bldgs; trees.
22208	27401-44	Nov. 30	12-10 p.	C.P.R.	St. George Stn., Crossing East of M. 34, Shore Line St., N.B.		1	Unp.	Truck	Sgle; r.a. rural; bldgs.
22209	9437-942	Dec. 14	8-12 a.	C.P.R.	Toronto, Strachan Ave., Ont.		1	Gates	Truck	Dble; r.a. urban; sdgs.
22211	27401-3	Dec. 2	1-45 a.	C.P.R.	Milltown Junction, crossing 6 miles North of N.B.	2		Unp.	Auto	Sgle; skew. rural; b. b.
22214	26711-23	Dec. 6	16-00 k.	C.N.R.	Barwick Stn., 1st crossing East of, Ont.		1	Unp.	Sleigh	Sgle; r.a. rural; sdgs; stn.
22233	9437-594	Dec. 3	6-00 p.	M.C.R.	St. Thomas, Stanley St., Ont.		1	Unp.	Pedes.	Dble; r.a. urban; bldgs.
22245	27802-19	Dec. 4	6-55 a.	T.H. & B.	Brantford, Mount Pleasant St., Ont.		1	Unp.	Auto	Sgle; r.a. urban; bldgs.
22248	26842-66	Dec. 2	5-45 p.	M.C.R.	Niagara Falls, Queen St., Ont.		1	Gates	Auto	Dble; r.a. urban; bldgs.
22250	27802-361	Nov. 21	6-30 p.	T.H. & B.	Hamilton, Wentworth St., North, Ont.		1	Unp.	Auto	Sgle; r.a. urban; bldgs; sdg.
22252	26711-391	Nov. 27	7-18 p.	C.N.R.	Thorold, Pine St., Ont.		1	Unp.	Auto	Dble; r.a. urban
22253	26711-392	Dec. 6	10-02 a.	C.N.R.	Glasgow Stn., crossing 2 1/2 miles East, Ont.		1	Unp.	Auto	Sgle; r.a. rural; trees
22254	26724-21	Jan. 13	7-35 a.	L. & P.S.	London, Hill St., Ont.		2	Unp.	Auto	Sgle; r.a. urban; bldgs.
22257	26724-22	Dec. 30	8-41 p.	C.N.R.	Truro, Dominion St., N.S.		2	Unp.	Auto	Dble; r.a. urban; bldgs.
22262	32290-24	Dec. 5	7-13 p.	C.N.R.	Hampton, Crossing East of Stn., N.B.		1	Unp.	Auto	Sgle; r.a. urban; bldgs.
22264	31671	Dec. 3	9-13 p.	C.N.R.	Windsor, George Ave., Ont.		1	Unp.	Truck	Dble; r.a. urban; bldgs; sdgs.
22265	31671	Dec. 21	7-45 p.	C.N.R.	Windsor, George Ave., Ont.		1	Unp.	Auto	Dble; r.a. urban; bldgs; sdgs.
22270	26711-394	Jan. 10	10-55 a.	C.N.R.	Chatham, Raleigh St., Ont.		1	Unp.	Auto	Sgle; r.a. urban; sdg.
22272	6306	Dec. 24	3-05 p.	C.N.R.	Maxville, 1st crossing East, Ont.		1	Unp.	Sleigh	Sgle; r.a. urban; bldgs.
22273	32295-59	Jan. 8	9-25 p.	C.N.R.	Truro, North High St., Crossing, N.S.		1	Unp.	Auto	Sgle; r.a. urban; bldgs.
22280	26754-31	Dec. 19	15-35 k.	C.N.R.	Portage la Prairie, 1st crossing W. of W. Tower, Man.					
22281	2487	Jan. 16	9-28 p.	C.N.R.	Montreal, Charlevoix St., Que.		2	Gates	Auto	Sgle; r.a. urban
22282	26782-161	Jan. 11	10-00 a.	C.N.R.	Cote St. Paul, Angers St., Que.		1	Unp.	Truck	Dble; r.a. urban; bldgs.
22283	27167-51	Jan. 8	9-30 p.	C.P.R.	Gatineau, Montreal Highway Crossing, Que.		4	Unp.	Auto-Bus	Sgle; r.a. urban; sdgs.
22286	27929-38	Jan. 11	11-20 a.	P.M.R.	Ridgetown, Crossing 3 miles West, Ont.		1	Unp.	Auto	Sgle; r.a. rural
22290	9437-1338	Jan. 24	4-50 p.	C.P.R.	Breslay Stn., crossing 1 1/2 miles North, Que.		2	Unp.	Auto	Dble; r.a. urban
22291	26744-66	Dec. 9	13-30 k.	C.N.R.	Justice Station, crossing 5 poles East, Man.		1	Unp.	Auto	Sgle; r.a. rural
22301	9437-1201	Dec. 27	11-04 k.	C.P.R.	Winnipeg, Notre Dame Ave., Man.		1	Unp.	Auto	Sgle; r.a. urban
22305	26786-65	Jan. 8	10-30 k.	C.N.R.	Tofield Stn., 1st crossing 1 1/2 miles West, Ont.		1	Unp.	Sleigh	Sgle; r.a. rural; sdg.
22307	26711-184	Jan. 7	3-30 p.	C.N.R.	Niagara Falls, crossing 13 miles West, Ont.		1	Unp.	Auto	Sgle; r.a. rural
22308	14813	Jan. 24	6-10 p.	C.N.R.	Montreal, Cote des Neiges, Que.		1	Unp.	Pedes.	Dble; r.a. urban
22309	9437-565	Jan. 18	8-38 p.	C.P.R.	Montreal, Cote des Neiges, Que.		1	Unp.	Auto	Dble; r.a. urban; bldgs.
22310	26727-279	Jan. 18	1-05 p.	C.P.R.	Wallenstein, Crossing - 3 of mile West, Ont.		1	Unp.	Sleigh	Sgle; r.a. rural; hlg.
22317	18144	Jan. 7	20-20 k.	C.N.R.	Edmonton, Crossing between 104th & 105th Sts., Alta.		1	Unp.	Auto	Sgle; r.a. urban; bldgs; sdgs.

No. 9.—STATEMENT showing highway crossing accidents attended by personal injury, investigated during year ending December 31, 1930—*Continued*

Invt. File	Board File	Date	Time	Railway	Place	K.	L.	Protection	Class of Accident	Remarks
22520	29786-33	Jan. 28	17-50 k.	C.N.R.	Hubalda Stn., 1st crossing North, Alta.	1	1	Unp.	Wagon	Sgle; r.a. rural
22521	9437-80	Feb. 1	4-55 p.	C.P.R.	Weston, Denison Ave., Ont.	1	1	Unp.	Truck	Sgle; r.a. urban; bldgs.
22525	28786-10	Feb. 25	19-42 k.	C.N.R.	Fort Saskatchewan Stn., Ross St., Alta.	2	2	Unp.	Auto	Sgle; r.a. urban; bldgs.
22530	27811-75	Jan. 26	14-37 k.	C.P.R.	Barrowton, Crossing 2-9 miles South, Alta.	2	2	Unp.	Truck	Sgle; skew; rural
22535	26727-282	Jan. 16	4-20 p.	C.P.R.	Harrowsmith, Crossing at, Ont.	1	1	Unp.	Auto	Dble; r.a. urban; bldg; sdg.
22537	27156-45	Feb. 3	12-55 p.	C.P.R.	Highwater Stn., 1st crossing south, Que.	1	1	Unp.	Auto	Sgle; r.a. rural; stn. sdg.
22538	333229-35	Dec. 14	9-00 a.	C.P.R.	Hillman, Crossing at, N.E.	1	1	Unp.	Auto	Sgle; r.a. rural; bldgs; h.g.
22542	27318-20	Jan. 30	7-07 p.	L.E. & N.	Galt, Birch St., Ont.	1	1	Unp.	Auto	Sgle; r.a. urban
22546	26711-22	Jan. 22	11-15 a.	C.N.R.	Thurlow, 1st crossing West, Ont.	1	1	Unp.	Auto	Sgle; r.a. rural
22546	26711-22	Jan. 22	11-15 a.	C.N.R.	Stevensville, 1st crossing West of, Ont.	1	1	Unp.	Auto	Dble; r.a. urban; bldgs.
22552	26765-30	Jan. 21	7-25 p.	C.P.R.	Thamesville Stn., Crossing East of, Ont.	1	1	Unp.	Auto	Sgle; r.a. urban; sdgs.
22553	26727-290	Feb. 2	8-30 p.	C.N.R.	Belleville, George St., Ont.	1	1	Unp.	Auto	Dble; r.a. urban; bldgs.
22554	26711-305	Feb. 8	2-30 p.	C.N.R.	Etobicoke, 129th Ave., Ont.	1	1	Unp.	Auto	Sgle; r.a. rural; trees
22572	26767-03	Feb. 5	20-41 k.	C.N.R.	Thorold, Beaver Board Crossing, Ont.	1	1	Unp.	Auto	Sgle; r.a. rural; trees
22573	22406-1	Jan. 28	19-20 k.	C.P.R.	Vancouver, 49th Ave., Ont.	1	1	Unp.	Auto	Sgle; r.a. rural
22577	30051-12	Dec. 31	10-05 k.	C.N.R.	Carleton Place, crossing 200 yds. East of, Sask.	1	1	Unp.	Auto	Sgle; r.a. rural; trees
22578	27467-02	Jan. 18	9-35 a.	C.N.R.	Kingsville, 2nd crossing East of, Ont.	1	1	Unp.	Auto	Sgle; r.a. rural; trees
22591	27920-32	Feb. 14	10-15 k.	C.N.R.	Barnesville, Crossing, Man.	1	1	Unp.	Auto	Sgle; r.a. rural
22600	26744-07	Feb. 14	10-15 k.	C.N.R.	Laurens Crossing, M.P. 52, Middleton Subd., N.S.	1	1	Unp.	Auto	Sgle; r.a. rural; h.g.
22610	27218-74	Feb. 25	11-45 a.	C.N.R.	Montreal Terminals, Cote des Neiges Crossing, Que.	1	1	Unp.	Auto	Dble; r.a. urban; bldgs.
22411	9437-565	Mar. 6	11-30 a.	C.P.R.	Whitby, Dundas St., Ont.	1	1	Unp.	Pedes.	Sgle; r.a. rural; bldgs.
22417	26755-290	Mar. 3	10-05 a.	C.N.R.	Tansley, Dundas Highway Crossing, Ont.	2	2	Unp.	Auto	Sgle; r.a. rural; bldgs.
22425	26711-179	Feb. 26	4-05 p.	C.N.R.	Hamilton, Wellington St., Ont.	2	2	Unp.	Auto	Sgle; r.a. rural; bldgs.
2243	26711-306	Mar. 8	10-20 p.	C.N.R.	Brampton Stn., crossing 2 miles North, Ont.	1	1	Unp.	Auto	Sgle; r.a. rural
22438	26727-285	Mar. 6	10-48 p.	C.P.R.	Brampton Stn., Queen St., Ont.	1	1	Unp.	Auto	Dble; r.a. urban; bldgs.
22449	13010	Mar. 27	8-58 a.	C.N.R.	Guolph, Yorkshire St., Ont.	1	1	Unp.	Auto	Sgle; r.a. urban; bldgs.
22453	26765-6	Mar. 7	8-58 a.	C.N.R.	London, Hill St., Ont.	1	1	Unp.	Auto	Sgle; r.a. urban; bldgs.
22462	30424-21	Mar. 30	12-28 a.	L. & P.N.	London, Quebec St., Ont.	1	1	Unp.	Auto	Dble; r.a. urban; bldgs.
22463	8083	Mar. 8	12-55 a.	C.P.R.	Strathroy, Metcalfe St., Ont.	1	1	Unp.	Auto	Dble; r.a. urban; sdgs.
22466	Case 1795	Feb. 23	7-25 p.	C.N.R.	Between Lorette & Navin, 20 poles East of M.P. 142, Sprague Subd., Man.	1	1	Unp.	Pedes.	Sgle; r.a. rural
22467	31385	Feb. 13	8-40 k.	C.N.R.	St. Marys, Angle Road, Ont.	1	1	Unp.	Sleigh	Sgle; skew; rural
22469	26711-398	Mar. 26	9-25 a.	C.N.R.	Woodstock, Ingersoll Road, Ont.	1	1	Unp.	Truck	Sgle; r.a. urban
22470	26765-95	Mar. 28	9-45 a.	C.N.R.	Waterloo Union St., Ont.	1	1	Unp.	Pedes.	Dble; r.a. urban; bldgs.
22475	26711-399	Mar. 5	10-00 p.	C.N.R.	Kamloops, Third Ave., B.C.	1	1	Unp.	Auto	Sgle; r.a. urban; sdg.
22480	27073-40	Mar. 15	19-50 k.	C.P.R.	Medicine Hat, North Railway St., Alta.	2	2	Unp.	Auto	Sgle; r.a. urban; sdgs.
22487	22397-4	Mar. 1	24-10 k.	C.P.R.	Princeton Subd., Mileage 69-17, B.C.	1	1	Unp.	Auto	Dble; r.a. rural; bldgs.
22488	28667-8	Feb. 12	8-25 k.	K.V.R.	Montreal, Jeanne D'Arc St., Que.	1	1	Unp.	Auto	Dble; r.a. rural; trees
22492	16589-3	Mar. 28	10-20 p.	C.N.R.	Portage Junction, Cardboro Road, Man.	1	1	Unp.	Auto	Sgle; r.a. rural; trees
22501	26744-68	Mar. 13	17-30 k.	C.N.R.	Fortway Stn., 1st crossing Northwest, Man.	1	1	Unp.	Sleigh	Sgle; r.a. rural; trees
22507	27365	Mar. 28	20-10 k.	C.P.R.	St. Croix Stn., crossing 1-17 miles East, N.B.	2	2	Unp.	Auto	Sgle; r.a. rural; trees
22514	27401-46	Mar. 30	2-20 p.	C.N.R.	Winnipeg, Academy Road, Man.	1	1	Unp.	Auto	Sgle; r.a. rural; trees
22518	26744-65	Mar. 6	23-20 k.	C.N.R.	Drumheller, crossing 5 mile West, Alta.	3	3	Unp.	Auto	Sgle; r.a. rural; sdg.
22521	28786-22	Mar. 31	18-40 k.	C.N.R.	Theftford Mines, Sharp Crossing, Que.	3	3	Unp.	Auto	Sgle; r.a. rural
22532	31646-4	April 21	10-43 a.	C.N.R.	Alice, 2nd crossing East, Ont.	1	1	Unp.	Auto	Sgle; r.a. rural; h.g.
22533	26711-400	April 13	2-25 p.	C.N.R.		1	1	Unp.	Auto	



22534	27218-43	Mar	22	10-55 p.	C.N.R.	Truro, Prince St., N.S.	1	1	Truck	Dble; r.a. urban; bldgs.
22535	27156-11	April	18	1-37 p.	C.N.R.	Farnham Stn., crossing 1.4 miles north, Que.	3	Bell	Auto	Dble; r.a. urban; bldgs.
22541	27929-29	Mar	5	8-00 p.	P.M.R.	Wheatley, 1st crossing East, Ont.	1	Unp.	Auto	Sgle; r.a. rural; bldgs.
22542	27156-70	April	17	10-27 a.	C.N.R.	St. Constant, crossing at Station, Que.	2	Unp.	Auto	Sgle; r.a. rural.
22545	26711-401	April	13	4-25 p.	C.N.R.	Stratford, Nile St., Ont.	5	Unp.	Auto	Sgle; r.a. urban; bldgs.
22550	26711-92	April	14	23-15 p.	C.N.R.	Westford, Neelby Ave., Ont.	1	Unp.	Auto	Dble; r.a. urban; bldgs.
22567	26711-406	April	7	10-45 p.	C.N.R.	Brantford, West Colborne St., Ont.	1	Unp.	Auto	Dble; r.a. urban; bldgs.
22570	26807-76	April	12	9-35 k.	C.N.R.	Axford Stn., 3rd crossing West, Sask.	1	Unp.	Auto	Sgle; skew rural.
22578	3701-62	May	8	5-55 p.	C.N.R.	Oshawa Yard, Ritson Road, Ont.	1	Bell	Bicycle	Sgle; r.a. rural; bldgs.
22586	27467-93	May	1	17-45 k.	C.N.R.	Biggar Yard, 1st crossing West of Sask.	1	Unp.	Auto	Sgle; r.a. rural; bldgs.
22591	26727-103	May	10	2-40 p.	C.N.R.	Pembroke Stn., crossing 1 mile West, Ont.	1	Bell	Tractor	Sgle; r.a. urban; bldgs.
22595	9437-287	May	8	2-40 p.	C.N.R.	Chatham, Centre St., Ont.	1	Unp.	Auto	Sgle; r.a. urban; bldgs.
22597	28300-23	May	6	7-18 a.	D.A.R.	Wolfville, Harris Crossing, N.S.	1	Unp.	Truck	Sgle; r.a. urban; bldgs.
22600	27218-75	May	6	4-45 p.	C.N.R.	Argyle, 1st crossing West, N.S.	1	Unp.	Pedest.	Sgle; r.a. urban; bldgs.
22601	9437-903	May	5	12-04 p.	C.N.R.	Montreal, Fulford St., Que.	1	Gates	Pedest.	Dble; r.a. urban; bldgs.
22603	26711-195	April	3	11-30 p.	M.C.R.	Old Fort Erie, Gilmour Road, Ont.	2	Unp.	Auto	Sgle; r.a. urban; bldgs.
22610	435-213	April	5	10-00 k.	C.N.R.	Armstrong Junction, crossing 1.4 miles North, B.C.	1	Unp.	Auto	Sgle; r.a. rural; trees
22619	26765-95	May	17	3-50 a.	C.N.R.	Woodstock, Ingersoll Road, Ont.	1	Unp.	Truck	Dble; r.a. urban; bldgs.
22625	33550-7	May	7	3-55 p.	C.N.R.	Suffolk Stn., Main Road Crossing, P.E.I.	1	Bell	Truck	Sgle; r.a. rural; trees
22626	3701-44	May	26	3-50 a.	C.N.R.	Cobourg, Kingston Road, Ont.	4	Gates	Auto	Dble; skew; rural
22628	26711-407	April	26	11-03 a.	C.N.R.	Trenton, Front St., Ont.	3	Unp.	Auto	Dble; skew; urban; bldgs.
22644	9437-1321	May	7	11-00 k.	C.N.R.	Hatton, 3rd crossing East, Sask.	3	Unp.	Auto	Sgle; r.a. rural
22654	26711-409	May	24	6-05 p.	C.N.R.	Hawkestone Stn., 1st crossing South, Ont.	2	Unp.	Auto	Sgle; r.a. rural
22661	37034	April	17	9-10 p.	C.N.R.	Coniston, 1st crossing West, Ont.	1	Bell	Pedest.	Sgle; r.a. urban; bldgs.
22661	26711-408	April	30	5-45 p.	C.N.R.	St. Marys, James St., Ont.	1	Unp.	Pedest.	Sgle; r.a. rural
22674	26782-163	May	20	5-35 p.	C.N.R.	St. Hyacinthe, 1st crossing North, Que.	1	Gates	Pedest.	Dble; r.a. urban; bldgs.
22675	9437-787	May	20	9-15 p.	C.N.R.	Montreal, Guy St., Que.	1	Unp.	Auto	Sgle; r.a. rural; h.g.
22682	4135-58-217	May	14	9-00 a.	C.N.R.	Nashwaak Subd., crossing at M.P. 86-87, N.B.	1	Unp.	Auto	Sgle; r.a. rural
22684	27467-95	May	15	15-53 k.	C.N.R.	Moreland, crossing West of Sask.	1	Unp.	Auto	Sgle; r.a. rural
22686	26727-221	June	2	8-35 a.	C.N.R.	Summerville, crossing at, Ont.	1	Unp.	Auto	Dble; r.a. rural
22697	27467-94	May	6	12-43 k.	C.N.R.	Chavrin Stn., 1st crossing West, Alta.	1	Bell	Bicycle	Sgle; r.a. rural
22713	28100	June	13	3-55 p.	C.N.R.	Hull, St. Hyacinthe St., Que.	1	Unp.	Auto	Sgle; r.a. urban; bldgs.
22704	27467-97	May	24	2-40 k.	C.N.R.	Prince Albert, 6th Ave. East, Sask.	1	Unp.	Auto	Sgle; r.a. urban; bldgs; sdg.
22706	30424-1	May	20	6-08 p.	L. & P.S.	London, Wellington St., Ont.	1	Unp.	Pedest.	Dble; r.a. urban; bldgs; sdg.
22707	30424-137	June	7	1-40 p.	M.C.R.	Wellington, 1st crossing East of Tower, Ont.	1	Unp.	Pedest.	Dble; r.a. urban; bldgs.
22708	36842-137	June	2	6-20 a.	C.N.R.	Wallaceburg, Wallace St., Ont.	1	Unp.	Auto	Sgle; r.a. rural
22710	37429-31	May	21	20-48 p.	C.N.R.	Turner Stn., 1st crossing North, Alta.	3	Unp.	Auto	Dble; r.a. urban; bldgs; sdg.
22713	1315-177	May	25	6-58 p.	C.N.R.	Strathroy, Carden St., Ont.	1	Bell	Auto	Dble; r.a. urban; bldgs.
22719	9437-664	May	25	8-35 p.	C.N.R.	Chatham, George St., Ont.	1	Unp.	Auto	Dble; r.a. urban; bldgs.
22719	9437-931	May	25	1-00 p.	M.C.R.	Victoria Park, intersection of Cranberry and Main Sts., Ont.	2	Unp.	Auto	Sgle; r.a. urban; bldgs.
22720	26711-410	June	8	1-05 p.	C.N.R.	Huntsville, crossing at, Ont.	2	Unp.	Auto	Sgle; r.a. urban; bldgs.
22729	26711-407	June	13	5-00 p.	C.N.R.	Trenton, Front St., Ont.	3	Unp.	Pedest.	Sgle; skew; urban; bldgs.
22736	27467-96	May	17	10-55 k.	C.N.R.	Breslayor, crossing West of Sask.	1	Unp.	Auto	Sgle; r.a. urban; bldgs.
22742	19808	May	26	8-00 p.	C.N.R.	Peterboro, Park St., Ont.	2	Unp.	Auto	Dble; r.a. urban; bldgs; sdgs.
22743	19808	June	2	6-55 a.	C.N.R.	Perth, Park St., Ont.	1	Unp.	Auto	Dble; r.a. urban; bldgs; sdgs.
22744	27156-121	June	21	12-20 a.	C.N.R.	Lachute, crossing at, Que.	1	Unp.	Auto	Sgle; r.a. urban; bldgs; sdgs.
22754	26727-294	June	18	11-20 p.	C.N.R.	Sudbury, Worthington-Crescent St., Ont.	1	Unp.	Auto	Sgle; r.a. urban; bldgs; sdgs.
22759	26900-11	June	9	5-12 p.	G.R.R.	Kitchener, Courtland Ave., Ont.	1	Unp.	Pedest.	Sgle; r.a. urban; bldgs.
22761	9437-996	June	18	11-48 a.	C.N.R.	Mount Forest, 1st crossing South of Diamond, Ont.	2	Unp.	Auto	Sgle; r.a. rural; trees
22763	37405	June	5	6-55 p.	D.A.R.	Round Hill, crossing at Ballast Pit Siding, N.S.	5	Unp.	Auto	Sgle; r.a. rural; h.g.
22777	26711-411	June	15	6-40 p.	C.N.R.	Welland, 1st crossing East of M.C.R. Diamond, Ont.	1	Unp.	Auto	Dble; r.a. urban
22779	27156-38	June	3	2-55 p.	C.P.R.	Roxton Falls, Notre Dame St., Que.	1	Unp.	Auto	Sgle; r.a. urban; bldg.
22780	31646-23	May	25	5-45 p.	C.Q.R.	Black Lake Stn., 1st crossing 275 feet North, Que.	2	Unp.	Auto	Sgle; r.a. rural
22781	27156-146	June	16	10-08 a.	C.P.R.	Waterloo Stn., crossing 0-6 miles South of, Que.	3	Unp.	Truck	Sgle; r.a. urban; bldgs.

No. 9.—STATEMENT showing highway crossing accidents attended by personal injury, investigated during year ending December 31, 1930—*Continued*

Inv. File	Board File	Date	Time	Railway	Place	K.	L.	Protection	Class of Accident	Remarks
22783	26711-412	May 21	8-10 a.	C.N.R.	Galt, crossing 1 mile South of, Ont.		2	Unp.	Truck	Sgle; r.a. rural; trees
22784	26711-245	June 24	7-50 a.	C.N.R.	Oakville, 2nd crossing East, Ont.		1	Unp.	Buggy	Dbler; r.a. urban; trees
22785	26705-113	May 30	12-50 p.	C.N.R.	Palmerston, James St., Ont.		1	Unp.	Auto	Sgle; r.a. urban; bldgs.
22786	26711-279	June 10	8-02 a.	C.N.R.	Palmerston, William St., Ont.		2	Unp.	Auto	Sgle; r.a. urban; bldgs.
22787	26737-170	June 10	7-47 a.	C.N.R.	Oakville, 1st crossing North, Ont.		2	Unp.	Auto	Dbler; r.a. urban; bldgs.
22788	26727-202	June 18	4-35 p.	C.P.R.	Craighurst, 1st crossing North, Ont.		3	Unp.	Auto	Sgle; r.a. rural
22789	26711-413	June 16	7-55 p.	C.N.R.	Burlington, 3rd crossing North, Ont.		1	Unp.	Auto	Sgle; r.a. rural; trees; h.g.
22790	26711-414	June 29	16-40 k.	C.N.R.	McKim, crossing 7 poles South, Sask.		1	Unp.	Auto	Sgle; r.a. rural; trees
22791	26711-414	May 29	12-50 p.	C.N.R.	Colinson Stn., crossing Just North of, Alta.		1	Unp.	Auto	Sgle; r.a. rural; sdg.
22792	26786-98	July 4	3-50 p.	C.P.R.	Grandes Piles, crossing South of, Que.		1	Unp.	Auto	Dbler; r.a. urban; trees
22800	27136-147	June 27	8-30 a.	C.P.R.	Montreal, Notre Dame St., Que.		1	Unp.	Auto	Sgle; r.a. urban; bldgs.
22801	4000-1	July 8	7-30 a.	C.P.R.	Alliston, Victoria St., Ont.		1	Unp.	Auto	Dbler; r.a. urban; bldgs.
22802	26727-85	June 27	11-30 a.	C.P.R.	Regina, 8th Ave., Sask.		1	Unp.	Auto	Sgle; r.a. urban; bldgs.
22813	27467-16	July 1	14-00 k.	C.N.R.	St. Thomas, Gravel Road, Ont.		1	Unp.	Auto	Sgle; r.a. rural
22819	26744-26	June 15	11-00 k.	C.N.R.	Welland Junction, crossing South, Ont.		4	Unp.	Auto	Dbler; r.a. urban; bldgs.
22820	26711-415	June 16	6-50 p.	C.N.R.	Shedden, Angling Crossing, Ont.		1	Unp.	Auto	Sgle; r.a. rural
22824	27920-345	July 7	1-45 p.	C.N.R.	Shedden, Angling Crossing, Ont.		5	Unp.	Auto	Dbler; r.a. urban; bldgs.
22834	27920-346	July 10	8-55 p.	P.M.R.	Shedden, Angling Crossing, Ont.		3	Unp.	Auto	Dbler; skew; rural; trees
22837	27305-48	June 29	18-01 k.	C.P.R.	Kewstun Subd., crossing Ont.		1	Unp.	Auto	Sgle; skew; rural
22842	26727-296	July 24	1-58 p.	C.P.R.	Alfred Stn., 1st crossing West, Ont.		2	Unp.	Auto	Sgle; r.a. rural; stn; trees
22843	1820	June 20	8-05 p.	C.N.R.	Waterloo, John St., Ont.		1	Unp.	Auto	Sgle; r.a. urban
22846	26807-77	July 13	7-53 k.	C.P.R.	Swift Current Subd., crossing 10 poles West of M. 81, Sask.		1	Unp.	Auto	Sgle; r.a. rural; trees
22854	27218-77	June 25	3-10 p.	C.N.R.	Sydney Subd., M. 88-2, Musgrave's Crossing, N.S.		2	Unp.	Auto	Sgle; r.a. rural
22859	26727-265	July 9	7-55 p.	C.P.R.	Markdale Stn., crossing 1-3 miles North, Ont.		1	Unp.	Auto	Sgle; r.a. rural; h.g.
22860	27156-148	July 6	6-20 a.	C.P.R.	Montebello Stn., crossing 1-5 miles East, Que.		2	Unp.	Auto	Sgle; r.a. rural; trees
22864	26782-104	July 16	12-45 p.	C.N.R.	St. Arsene, crossing East of, Que.		1	Unp.	Auto	Sgle; r.a. rural; bldgs; sdgs.
22869	26711-417	July 8	6-15 p.	C.N.R.	Wyoming, crossing at, Ont.		1	Unp.	Auto	Sgle; r.a. rural
22870	27218-78	July 11	11-05 a.	C.N.R.	Salt Springs, crossing West of, N.S.		1	Unp.	Truck	Sgle; r.a. rural; bldgs.
22871	26389-1	July 16	5-25 p.	Tem.	St. Jacques Church Stn., crossing at, Que.		2	Unp.	Auto	Sgle; r.a. rural; stn.
22875	26807-15	July 8	11-30 p.	C.P.R.	Creey Jct., crossing 2 miles North of, Sask.		4	Unp.	Auto	Sgle; r.a. rural
22876	26782-165	July 16	22-50 k.	C.N.R.	Nicolet Stn., 1st crossing North of, Que.		1	Unp.	Auto	Sgle; r.a. rural
22879	26711-141	June 23	2-45 p.	C.N.R.	Crosby, crossing at, Ont.		1	Unp.	Auto	Sgle; r.a. rural
22880	26744-69	July 30	9-45 k.	C.N.R.	Sperling Stn., crossing 2 miles East, Man.		1	Unp.	Auto	Sgle; r.a. rural
22889	27156-121	July 26	6-30 p.	C.P.R.	Lacette, Bethany St., Que.		1	Unp.	Truck	Sgle; r.a. rural; bldgs.
22891	26782-5	July 20	10-31 a.	C.N.R.	Montreal, Bird Ave., Que.		1	Unp.	Truck	Dbler; r.a. urban
22903	26782-167	Aug. 2	12-50 p.	C.N.R.	Montreal, Bourbomiere St., Que.		1	Unp.	Truck	Dbler; r.a. urban; bldgs.
22911	27401-47	July 5	3-20 p.	C.N.R.	Victoriaville Stn., 1st crossing North, Que.		1	Unp.	Truck	Sgle; r.a. rural
22912	27401-48	July 14	4-25 p.	C.P.R.	Quibisis, crossing at, N.B.		2	Unp.	Auto	Sgle; r.a. rural; bldgs.
22913	26744-70	July 25	8-30 a.	C.P.R.	Dyers Stn., crossing 2 miles West, N.B.		2	Unp.	Auto	Sgle; r.a. rural; h.g.
22914	30121	July 27	10-20 k.	C.N.R.	Portage la Prairie, Stephens St., Man.		2	Unp.	Auto	Sgle; r.a. urban; bldg.
22915	27401-49	July 28	2-45 p.	C.N.R.	Apollon, crossing at, N.B.		3	Unp.	Auto	Sgle; r.a. urban; bldgs.
22916	27401-49	July 24	3-33 p.	C.P.R.	St. Leonard's Stn., crossing 1-7 miles North, N.B.		2	Unp.	Auto	Sgle; r.a. urban; bldgs.
22933	26727-36	July 12	5-55 p.	C.P.R.	Woodstock, Dundas St., Ont.		3	Unp.	Auto	Sgle; r.a. urban; bldgs.
22937	27929-9	June 17	10-30 p.	P.M.R.	Wallaceburg, Murray St., Ont.		3	Unp.	Auto	Dbler; r.a. urban; bldgs; sdg.





No. 9.—STATEMENT showing crossing accidents attended by personal injury, investigated during year ending December 31, 1930—(Continued)

Inv. File	Board File	Date	Time	Railway	Place	K. L.	Protection	Class of Accident	Remarks
23089	29807-79	Sept. 2	12-35 k.	C.P.R.	Manor, crossing $\frac{1}{2}$ mile East, Sask.		1 Up	Truck	Sgle; r.a. rural
23093	27032-2	Sept. 4	4-49 p.	C.N.R.	Actonvale, crossing $\frac{1}{2}$ miles East, Que.		1 Up	Wagon	Sgle; r.a. rural
23094	24407-711	Sept. 20	8-10 p.	C.N.R.	Valleyfield, 1st. crossing East, Que.	3	2 Bell	Auto	Sgle; r.a. rural; bldgs.
23098	27152-141	Sept. 16	4-35 p.	C.N.R.	Wilsonville Stn., 1st. crossing East, Que.		1 Up	Auto	Dble; r.a. rural; bldgs; stn.
23100	27152-141	Sept. 17	4-30 p.	C.N.R.	Versailles, first crossing North, Que.		1 Up	Pedes	Dble; r.a. rural; bldgs.
23115	27527-50	Sept. 18	3-49 p.	C.P.R.	Sault Ste. Marie, Hudson St., Ont.		1 Up	Auto	Sgle; r.a. rural; bldgs.
23116	27811-79	Sept. 18	19-49 k.	C.P.R.	Yonoka Stn., 1st. crossing N. of, Alta.	1	2 Up	Auto	Sgle; r.a. rural; bldgs.
23117	27811-79	Sept. 19	20-02 k.	C.P.R.	Vulcan Stn., 2nd. crossing South of, Alta.		2 Up	Auto	Sgle; r.a. rural; bldgs.
23119	29887-8	Sept. 21	10-38 a.	B. & H.	Township of Brant, Crossing at Station No. 27, Ont.		2 Up	Auto	Sgle; r.a. rural; trees
23121	26711-115	Sept. 12	8-30 p.	C.N.R.	Simco, Maple St., Ont.		1 Up	Auto	Sgle; r.a. rural; bldgs.
23122	27218-40	Oct. 11	9-00 a.	C.N.R.	Bradford Subd., M. 62-72, Dogelman's Crossing, N.S.	4	Unp.	Auto	Sgle; r.a. urban; b. b.
23123	26727-301	Oct. 4	3-09 p.	C.P.R.	Rosedale Stn., 1st. crossing East, Ont.		1 Up	Pedes	Dble; r.a. rural; trees
23124	26782-171	Aug. 8	11-35 p.	C.N.R.	Rimouski Subd., Thibault Crossing, M. 45-46, Que.	1	Unp.	Auto	Sgle; r.a. rural; bldg.
23125	33229-64	Sept. 8	8-20 p.	C.N.R.	Fredrickton, Regent St., N.B.	1	2 Up	Auto	Dble; r.a. urban; bldgs.
23126	27401-51	Sept. 10	5-32 p.	C.P.R.	McAdam Yard, crossing at East end, N.B.		1 Up	Auto	Sgle; r.a. rural; trees
23127	27401-50	Sept. 12	6-35 p.	C.P.R.	St. Basil Stn., crossing $\frac{1}{2}$ miles North, N.B.		1 Up	Auto	Sgle; r.a. rural; trees
23128	27218-81	Sept. 13	10-05 a.	C.N.R.	Liverpool Yard, crossing West end of, N.S.		4 Up	Auto	Sgle; r.a. rural; trees
23129	26782-172	Sept. 12	1-15 a.	C.N.R.	Monk Yard, crossing just East of, Que.		2 Up	Auto	Sgle; r.a. rural; trees
23130	27218-57	Sept. 15	2-10 p.	C.N.R.	Chester Subd., crossing at M. 47-7, N.S.	5	Unp.	Auto	Sgle; r.a. rural; trees
23135	9437-1146	Aug. 29	1-55 a.	C.N.R.	Simco, Norfolk St., Ont.		1 Up	Auto	Sgle; r.a. rural; trees
23145	25272	Oct. 1	12-01 a.	C.N.R.	Stratford, Downie St., Ont.		2 Up	Wagon	Dble; r.a. rural
23146	9437-200	Oct. 4	5-00 a.	C.N.R.	Searboro Junction, 2nd. crossing 1 mile W. Ont.		1 Up	Auto	Sgle; r.a. rural; bldgs.
23147	26711-423	Sept. 25	8-30 a.	C.N.R.	Renfrew Subd., Crossing 4 poles W. of M. 24, Ont.	1	Unp.	Auto	Sgle; r.a. rural; bldgs; stn.
23151	13852	Sept. 20	10-00 k.	C.N.R.	Vegreville, Main St., Alta.		5 Up	Auto	Sgle; r.a. rural; bldgs; stn.
23152	25919	Sept. 21	18-55 k.	C.N.R.	Ribstone, 1st. crossing W. of Stn., Alta.		1 Up	Auto	Sgle; r.a. rural; bldgs; stn.
23157	29621	Sept. 17	23-37 k.	C.N.R.	Edmonton, 127th St., Alta.	1	Unp.	Auto	Sgle; r.a. rural; trees
23158	27355-48	Oct. 7	10-55 k.	C.P.R.	Charleswood, crossing at M. 11-95, Glenboro Subd., Man.		1 Up	Auto	Dble; r.a. rural; bldgs; trees
23160	26842-108	Sept. 27	12-35 p.	M.C.R.	Buxton, 1st. road crossing West, Ont.		1 Bell	Auto	Dble; r.a. rural; stn.
23164	26711-99	Oct. 6	6-40 p.	C.N.R.	Tecumseh, 1st. road crossing East, Ont.		1 Bell	Auto	Sgle; r.a. rural
23174	26711-424	Sept. 20	2-45 k.	C.N.R.	Rainy River Yard, crossing West end, Ont.	3	Unp.	Auto	Sgle; r.a. rural
23178	27200-6	Oct. 1	7-35 p.	N.Y.C.	Melochville, 2nd. crossing North, Que.	1	Unp.	Auto	Sgle; r.a. rural
23180	28300-21	Oct. 2	1-03 a.	D.A.R.	Bridgetown, South St., N.S.	2	Unp.	Auto	Sgle; r.a. urban; stn.
23182	33500-8	Sept. 20	7-35 a.	C.N.R.	Royalton Junction, Crossing at M.P. 5-23, Kensington Subd., P.E.I.		1 Up	Auto	Sgle; r.a. rural; trees
23184	27218-82	Sept. 27	9-00 a.	C.N.R.	Heatherton Subd., crossing M.P. 96-28 Mulgrave Subd., N.S.		1 Up	Auto	Sgle; r.a. rural; h.g.
23187	27156-21	Oct. 17	2-53 p.	C.P.R.	St. Catharines, 1st. crossing West, Que.		3 Up	Auto	Sgle; r.a. rural
23188	27218-83	Oct. 1	9-40 a.	C.N.R.	Stoney Subd., 300 yds. East of M.P. 30, N.S.	1	Unp.	Auto	Sgle; r.a. trees
23191	9437-196	Oct. 25	3-30 p.	C.N.R.	Millbrook, crossing West of, Ont.		2 Bell	Auto	Dble; r.a. rural; stn.
23193	27156-151	Oct. 23	9-55 a.	C.P.R.	St. Johns, Collin St., Sask.		3 Up	Auto	Dble; r.a. urban; bldgs; b.f.
23194	9437-1329	Sept. 25	9-00 a.	C.N.R.	St. Isidore, crossing south of, Que.		1 Up	Buggy	Dble; r.a. rural; stn.
23195	26782-174	Sept. 27	8-40 p.	C.N.R.	Hemmingford, crossing South of Stn., Que.		1 Up	Auto	Sgle; r.a. rural; stn.
23196	25727-300	Oct. 6	6-45 p.	C.P.R.	Brampton, Queen St., Ont.		1 Up	Auto	Sgle; r.a. urban; bldgs.

23197	26727-302	Oct. 11	6-25 p.	C.P.R.	Guelph, crossing 1-8 miles West, Ont.	1 Unp.	Auto	Sgt; r.a. rural
23198	2737-35	Oct. 10	28-35 k.	C.N.R.	Nutana Yard, Albion Ave., Sask.	1 Unp.	Auto	Sgt; r.a. urban; sdg.
23213	1829	Oct. 27	8-35 p.	C.N.R.	Wacacoo, John St., Ont.	1 Unp.	Auto	Sgt; r.a. urban; bldgs.
23231	27073-61	Aug. 30	21-50 k.	C.N.R.	Vernon, John St., B.C.	1 Unp.	Auto	Sgt; r.a. rural
23225	26727-304	Oct. 28	11-40 k.	C.P.R.	Warren Stn., 1st crossing East, Ont.	2	Auto	Sgt; r.a. rural; bldgs; trees
23238	24540-11	Sept. 11	16-40 k.	E. & N.	Walden, 1st crossing B.C.	1	Auto	Sgt; r.a. rural; bldgs; trees
23239	27073-22	Oct. 20	22-40 k.	E. & N.	Port Alberni, Sd. Alberni Rd. Crossing, M. 37-2, B.C.	2 Unp.	Auto	Sgt; r.a. rural; h.g.
23240	27073-23	Sept. 1	20-20 k.	E. & N.	Port Alberni Subd., Alberni Rd. Crossing, M. 37-2, B.C.	2 Unp.	Auto	Sgt; r.a. rural; h.g.
23243	26842-32	Oct. 9	7-45 p.	M.C.R.	Montage, 1st road crossing West, Ont.	1 Bell	Auto	Dble; r.a. rural
23244	26842-139	Sept. 24	8-50 a.	M.C.R.	Attelcliffe Stn., Ford Road, Ont.	1	Pedes.	Dble; r.a. rural
23245	26765-128	Sept. 21	7-05 a.	C.N.R.	Fort Erie, Garrison Road, Ont.	2 Unp.	Auto	Sgt; r.a. urban
23246	9437-1205	Sept. 21	1-15 a.	C.N.R.	Fort Erie, Amigari Crossing, Ont.	4 Unp.	Auto	Dble; r.a. urban
23249	27401-52	Oct. 20	7-30 a.	C.N.R.	Oak Bay, crossing 0-7 of mile West, N.B.	2 Unp.	Auto	Sgt; r.a. rural; trees
23251	15243-9	Oct. 10	10-22 p.	Q.R.L. & P.	St. Louis de Courville, crossing at Que.	1	Bicycle	Sgt; r.a. urban; bldgs; trees
23259	26782-2	Oct. 10	12-12 p.	C.N.R.	Manseau Stn., 1st crossing East, Que.	1 Unp.	Truck	Sgt; r.a. urban; bldgs; trees
23272	26765-75	Nov. 7	7-48 p.	C.N.R.	Kitchener, Weber St., Ont.	1 Bell	Auto	Sgt; r.a. urban; bldgs; sdg.
23281	26711-426	Sept. 22	12-25 a.	C.N.R.	Port Colborne, Clarence St., Ont.	3 Unp.	Auto	Dble; r.a. urban; bldgs.
23282	27401-53	Oct. 25	7-57 a.	C.N.R.	Harvey, Crossing at M.P. 65, St. John Subd. N.B.	2 Unp.	Auto	Sgt; r.a. rural; bldgs.
23283	28100	Nov. 1	1-30 p.	C.P.R.	Hull, St. Hyacinthe St., Que.	1 Bell	Auto	Sgt; r.a. rural; bldgs.
23284	3192-6	Oct. 21	8-30 a.	N.Y.C.	Embrun, 3rd crossing South of Stn., Ont.	1	Auto	Sgt; r.a. rural
23286	26782-173	Oct. 20	18-35 k.	C.N.R.	Ste. Rose, 1st crossing East of Stn., Ont.	1 Unp.	Auto	Sgt; r.a. rural; bldgs.
23288	26727-306	Nov. 10	5-10 p.	C.P.R.	Colborne, crossing just West of Ont.	1 Unp.	Truck	Dble; r.a. rural; stn.
23289	27156-154	Oct. 30	7-55 p.	C.P.R.	Rigaud Stn., crossing over tail of wye, Que.	1 Unp.	Auto	Sgt; r.a. urban
23301	26807-82	Oct. 27	12-15 k.	C.P.R.	Duval Stn., 2nd crossing East, Sask.	1 Unp.	Truck	Sgt; r.a. rural
23303	27811-36	Oct. 29	13-54 k.	C.P.R.	Calgary, 14th St. West, Alta.	2 Unp.	Auto	Dble; r.a. urban; bldgs; sdg.
23309	28786-68	Oct. 9	17-25 k.	C.N.R.	Vilma, crossing 2-2 miles East of, Alta.	1 Unp.	Wagon	Sgt; skew; rural
23316	27156-152	Nov. 1	9-45 a.	C.P.R.	Megantic Stn., 2 miles East, Que.	1 Unp.	Auto	Sgt; r.a. rural
23322	9437-1318	Oct. 28	10-30 k.	C.P.R.	High Bluff, 1st crossing West, Man.	2 Unp.	Auto	Sgt; r.a. rural; bldgs; sdg.
23323	33569	Oct. 29	9-44 k.	C.P.R.	Marquette, 1st crossing West, Man.	2 Unp.	Truck	Sgt; r.a. rural; sdg.
23332	33229-58	Nov. 8	5-50 p.	C.N.R.	Matapedia Subd., M. 2-5, Wheeler's crossing, N.B.	1 Unp.	Auto	Sgt; r.a. urban; bldgs.
23333	33550-10	Nov. 5	2-50 p.	C.N.R.	Traveller's Rest Stn., Crossing at, P.E.I.	1 Unp.	Auto	Sgt; r.a. rural; trees
23334	33550-9	Nov. 5	3-30 p.	C.N.R.	Mount Edward, crossing at, P.E.I.	2 Unp.	Auto	Sgt; r.a. rural; trees
23335	15019	Nov. 28	8-45 a.	C.N.R.	Brampton, Queen St., Ont.	4	Auto	Sgt; r.a. rural; bldgs.
23343	26782-144	Nov. 26	11-50 a.	C.N.R.	London, Richmond St., Ont.	1	Pedes	Dble; r.a. urban; bldgs.
23347	26782-144	Nov. 31	3-12 p.	C.N.R.	Herbertville Stn., 1st crossing South, Que.	1	Wagon	Sgt; r.a. urban; bldgs.
23352	26801-428	Nov. 12	10-05 p.	C.N.R.	St. Thomas, Alma St., Ont.	1 Unp.	Auto	Dble; r.a. urban; bldgs.
23353	26827-10	Oct. 12	16-20 p.	C.P.R.	Terry Creek, M. 43-5, Empress Subd., Sask.	2 Unp.	Auto	Sgt; r.a. rural
23355	26727-299	Nov. 26	16-20 p.	E.T.R.	Windsor, Dougal Ave., Ont.	2 Unp.	Auto	Dble; r.a. urban
23356	26727-299	Nov. 26	16-20 p.	C.P.R.	Milvorton Stn., 3rd crossing West, Ont.	1 Unp.	Wagon	Sgt; r.a. rural
23358	26782-176	Nov. 16	10-20 p.	C.N.R.	Portage du Fort, crossing West of, Que.	1 Unp.	Auto	Sgt; r.a. urban
23359	27811-80	Nov. 3	13-43 k.	C.P.R.	Hughesville Stn., 1st crossing West, Alta.	1 Unp.	Auto	Sgt; r.a. rural
23360	26711-427	Sept. 16	2-05 p.	C.N.R.	Owen Sound, Beach Road, Ont.	1 Unp.	Steam roller	Sgt; r.a. urban.
23362	26807-81	Nov. 11	15-05 k.	C.P.R.	Colonsay Subd., Crossing at M.P. 116-6, Sask.	1 Unp.	Auto	Sgt; r.a. rural
23363	26727-307	Nov. 17	9-40 p.	C.P.R.	Wingham, Josephine St., Ont.	2 Bell	Auto	Sgt; r.a. urban
23364	26782-177	Nov. 7	3-50 p.	C.N.R.	LeSarre Stn., 1st crossing West, Que.	1 Unp.	Auto	Sgt; r.a. rural
23369	27467-45	Nov. 20	17-57 k.	C.N.R.	Regina, Albert St., Sask.	1 Unp.	Auto	Sgt; r.a. urban
23374	26711-187	Nov. 26	3-45 p.	C.N.R.	Malton, 2nd road crossing East, Ont.	1	Truck	Sgt; r.a. rural
23377	27156-70	Nov. 22	6-05 p.	C.P.R.	St. Constant, 1st crossing South, Que.	1 Unp.	Auto	Dble; r.a. rural
23379	15583-3	Nov. 19	6-55 a.	C.N.R.	Parry Sound, Church St., Ont.	1	Pedes.	Sgt; r.a. urban; bldgs; h.g.
23381	26711-29	Nov. 19	6-15 p.	C.N.R.	Gamebridge East, M. 69, Bala Subd., Public Highway No. 12, Ont.	2 Unp.	Auto	Sgt; r.a. rural; stn.
23388	26782-179	Nov. 28	4-15 p.	C.N.R.	Pointe Bleue, 1st crossing West, Que.	2 Unp.	Sleigh	Sgt; r.a. rural; trees
23389	29887-9	Oct. 15	3-50 p.	B. & H.E.	Dixon's Lane, 300 ft. East of Stn. 5, Ont.	1 Unp.	Auto	Sgt; r.a. rural

No. 9. STATEMENT showing crossing accidents attended by personal injury, investigated during year ending December 31, 1930—(Concluded)

Inv. File	Board File	Date	Time	Railway	Place	K.	L.	Protection	Class of Accident	Remarks
23391	30873	Oct. 31	5:45 p.	T. H. & B.	Hamilton, Maple Ave., Ont.		2	Ball	Auto	Sgle; r.a. urban; bldgs.
23393	26782-178	Dec. 1	11:40 a.	C. N. R.	Granby, Mountain St., Que.		1	Up	Truck	Sgle; r.a. urban; bldgs.
23394	27401-54	Dec. 6	9:40 a.	C. P. R.	Bonny River Stn., crossing 1-2 miles East, N. B.		1	Up	Sleigh	Sgle; r.a. rural; trees
23396	9437-787	Nov. 25	6:17 p.	C. N. R.	Montreal, Guy St., Que.		1	Gates	Auto-bus	Dble; r.a. urban; bldgs.
23399	30655	Dec. 3	10:18 a.	C. P. R.	Ottawa, Hinchey Ave., Ont.		1	Up	Auto	Sgle; r.a. urban; bldgs.
23402	27218-85	Nov. 8	2:30 p.	C. N. R.	Mareau, Crossing at, N. S.		2	Up	Auto	Sgle; r.a. rural
						116	452			

Unp.	Unprotected
L.F.	Lightning Flash.
Peds	Pedestrian.
Sgle	Single
Dble	Double
r.a.	Right Angle Crossing.
Bldgs.	Buildings obstructing view.
Sdg.	Siding.
Stn.	Station.
h.g.	High ground
b.b.	Bill-board
b.f.	Board fence.



No. 10.—STATEMENT showing accidents to employees while working on or under engines, investigated during year ending December 31, 1930

Inj. File	Date	Railway	Place	Remarks	Killed	Injured
22180	Dec. 8	C.N.R.	Winnipeg Terminal, Pacific Jet., Man.	Tightening nut on discharge pipe, struck by steam in eye.		1
22190	Dec. 10	C.N.R.	Kindsley, Sask.	When coupling made was thrown against injector.		1
22221	Dec. 9	C.P.R.	Montreal, Glen Yard, Que.	When air applied, struck head against side of cab.		1
22268	Jan. 10	C.N.R.	Bathurst Yard, N.B.	When fixing engine ashpan, brake leaked off and engine started.		1
22274	Dec. 15	C.P.R.	Cascade Subdivision, Mileage 40, B.C.	When entering tunnel, opened fire-box door, and flames flew in face.		1
22275	Nov. 17	C.N.R.	Inkittsaph, B.C.	Train struck rock, breaking steam pipe.		2
22278	Jan. 12	C.P.R.	Taber Subdivision, Mileage 31, Alta.	Fell from top of tender.	1	
22294	Jan. 22	C.N.R.	Burlington, Ont.	Dropped shaker bar on foot.		1
22327	Dec. 31	C.N.R.	Between Mont Joli & Riviere du Loup, Que.	Shaking grates, bar slipped.		1
22347	Jan. 10	C.N.R.	Kindersley Yards, Sask.	When engine swayed going over frog, fell against side of cab.		1
22368	Dec. 10	C.N.R.	Tidewater, B.C.	When rough coupling made, face struck cab window sill.		1
22387	Dec. 23	C.N.R.	Harlaka, Que.	Struck by steam when rotary plow cylinder head blew out.		1
22389	Feb. 7	C.N.R.	Fort Erie, No. 1 Yard, Ont.	Knocked against engine coal gates when cars hit engine.		1
22395	Jan. 29	C.N.R.	Valparaiso, Sask.	Switching in elevator track, struck on head by elevator spout.		1
22403	Feb. 14	C.N.R.	Bathurst, N.B.	Fell from running board of engine.		1
22404	Feb. 6	C.N.R.	Beresford, N.B.	Shaking grates, bar slipped.		1
22407	Jan. 3	C.N.R.	Watford, Ont.	Fell against boilerhead when shaking grates.		1
22415	Dec. 27	C.N.R.	Calahoo, Alta.	Sprinkling pipe in engine split.		1
22416	Feb. 26	C.P.R.	Maple Creek Subdivision, Mileage 50-5, Alta.	Main rod broke on engine.		1
22426	Jan. 27	C.P.R.	Indian Head Subdivision, Mileage 84, Sask.	Fell off running board of engine.		1
22427	Jan. 27	C.P.R.	Moose Jaw, Sask.	Caught between engine tender and shop door.		1
22444	Mar. 5	C.N.R.	Redditt, Ont.	Burst glass of Booster gauge flew into face.		1
22445	Mar. 3	C.N.R.	Hector, Man.	Crawling under engine cylinder, wrenched side.		1
22457	Feb. 27	C.N.R.	Fortar, Ont.	Water glass broke.		1
22459	Mar. 19	C.N.R.	Amiens Junction, Sask.	Climbing up gangway of engine struck head on tank valve.		1
22460	Mar. 14	C.N.R.	Jasmin, Sask.	Stood on shaker bar, and head struck equipment box.		1
22461	Feb. 25	C.N.R.	Totzke, Sask.	Shaker bar slipped off operating lever.		1
22484	Apr. 19	C.N.R.	Burlington, Ont.	When engine tyre broke, stone flew up and struck engineer.		1
22618	May 10	C.N.R.	Between Brantford and Paris, Ont.	Steam pipe leading from steam gauge to boiler top, broke off.		1
22629	May 5	C.N.R.	Midland, 1 mile East, Ont.	Putting in shovel of coal, struck head against cab.		1
22664	June 4	C.N.R.	Toronto, Bathurst St.	Put head and shoulders out of cab window, struck by caboose corner.		1
22665	May 16	C.N.R.	Chatham, Ont.	Dumping ashpan, stepped in hole.		1
22679	Apr. 6	C.N.R.	St. Cyrville, Que.	Mishandling of steam valve.		1
22685	May 25	C.N.R.	St. Thomas, N.B.	Lifting bar over engine coal grates.		1
22688	June 2	M.C.R.	St. Thomas, Ont.	Switching, sudden movement of engine, thrown against boilerhead.		1
22694	Apr. 18	C.N.R.	Ganford, Alta.	Struck head on tender gates, while attending to coal.		1
22705	June 12	C.P.R.	Near Beresford, Man.	Air hose burst.		1
22717	June 16	C.P.R.	Hardisty Subdivision, Mileage 129, Alta.	Squirt hose blew off.		1
22722	May 30	C.N.R.	Lawrence, Ont.	Picking up orders, slipped on step of engine.		1
22726	June 7	C.N.R.	Hamilton, Ont.	Went under engine to pry universal joint; crushed.	1	

No. 10.—STATEMENT showing accidents to employees while working on or under engines, investigated during year ending December 31, 1930—(Concluded)

Inv. File	Date	Railway	Place	Remarks	Killed	Injured
22752	May 22	C. N. R.	Chaudiere Station, Que., 1 mile West	Getting down cab steps to look at hot trailer box, struck by gas tank.		1
22768	May 28	C. N. R.	Quibell Subdivision, Ont.	Wrist jarred from striking guard on shovelling plate.		1
22769	June 12	C. N. R.	Winnipeg, Man.	Standing on eccentric rod, foot pinched.		1
22839	July 15	C. N. R.	Between London & Dorchester, Ont.	Reverse lever slipped out of engineer's hand.		1
22866	July 19	C. N. R.	Cobourg, Ont.	Leaned out of cab window, struck head on car.		1
22898	June 28	C. N. R.	Ruel Subdivision, Mileage 45, Ont.	Scalded by steam from exhaust pipe of locomotive crane.		1
22928	Aug. 8	C. N. R.	Mount Forest, Ont.	Walking on tender, hand-rail broke, jumped to ground.		1
22940	Aug. 8	C. P. R.	Mountain Forest, Ont.	Squirt hose parted in centre.		1
23017	Aug. 18	C. N. R.	Suffield Subdivision, Mileage 2, Alta.	Nozzle blew off squirt hose.		1
23037	Aug. 17	C. N. R.	Paris Junction, Ont.	Getting down from engine cab, fell from lower step.		1
23054	Aug. 25	C. N. R.	Ayrness, Ont.	Train ran through switch, fireman jumped to ground.		1
23108	Sept. 10	C. P. R.	Montreal, Que.	Squirt hose burst.		1
23114	Aug. 29	C. N. R.	Cascade Subdivision, Mileage 8, B.C.	Reverse lever on engine flew back, caused by exhaust ring on right main valve breaking.		1
23141	Sept. 2	C. N. R.	Hamilton, Ont.	Standing on engine footplate, fell when caps struck.		1
23166	July 22	C. N. R.	Point St. Charles, Que.	When engine struck torpedo, man felt pain in head.		1
23190	Oct. 3	C. P. R.	Reeve, Man.	Getting down from seat-box, fell between engine and tender.		1
23192	Oct. 21	C. N. R.	Fort William, Ont.	Putting in fire, flames flew back in face.		1
23217	Oct. 3	C. N. R.	Stromness, Ont.	Water glass broke.		2
23230	Aug. 13	C. P. R.	Nutana, Sask.	Failure of piston rods, due to flaw in cross-head.		1
23237	Sept. 25	C. N. R.	Thompson Subdivision, B.C.	Water glass broke.		1
23247	Sept. 29	C. N. R.	Capreol, Ont.	Water hoist tipped over.		1
23255	Sept. 12	C. N. R.	Culbert, Que.	Brown hoist tipped over.		1
23257	Sept. 27	C. N. R.	Between Bedford & Sandilands, Man.	Oiling engine, arm struck engine.		1
23287	Oct. 7	C. N. R.	Stout Lookout, Ont.	Putting on injector, squirt hose came open.		1
23290	Sept. 22	C. N. R.	Stout, Sask.	Fell from tender of engine.		1
23310	Nov. 17	C. P. R.	Colonsay Subdivision, Mileage 31, Sask.	Fell from engine while getting out of window to examine struck wedge.		1
23311	Oct. 30	C. P. R.	Ottawa West Coal Chutes, Ont.	Engine at coal chute, engine moved, caught leg between apron and overhang of cab.		1
23330	Nov. 13	C. P. R.	Nipigon, Ont.	Shaking grates, shaker bar slipped.		1
23329	Oct. 23	C. P. R.	Camrose, Alta.	Shaking grates, pin came out.		1
23361	Nov. 26	C. P. R.	Carnegie, Man.	Struck head on elevator spout.		1
23367	Nov. 5	M. C. R.	Nipigon, Ont.	Oiling engine, started to climb to top cab step, opening door of same, slipped and fell.		1
23372	Nov. 27	C. N. R.	Forks Creek, Ont.	Struck by some unknown object which entered cab window.		1
23392	Dec. 12	C. N. R.	Welland Junction, Ont.	Walking along running board of engine, slipped and fell.		1
22527	Mar. 5	C. N. R.	Lyalta, Alta.	Jumped off engine.		1
			Red Pass Junction, B.C.	Defective squirt hose.		1
					2	74

No. 11.—STATEMENT showing the number of highway crossing accidents, with the total number of killed and injured, by provinces, for year ending December 31, 1930

	Prince Edward Island		Nova Scotia		New Brunswick		Quebec		Ontario		Manitoba		Saskatchewan		Alberta		British Columbia		Total Total										
	Acc.	I.	Acc.	I.	Acc.	I.	Acc.	I.	Acc.	I.	Acc.	I.	Acc.	I.	Acc.	I.	Acc.	I.	Acc.	I.									
Canadian National.....	5	7	13	24	6	4	6	38	14	49	82	28	107	10	4	11	11	4	12	13	2	20	1	1	179	66	237		
Canadian Pacific.....					10	3	15	26	5	38	38	12	45	11	19	11	2	20	8	4	11	3	4	107	26	132			
Michigan Central.....																									8	3	13		
Pere Marquette.....																									8	3	15		
Brantford and Hamilton Electric.....																									2	6	8		
Dominion Atlantic.....			6		12																				3		3		
Toronto, Hamilton and Buffalo.....																									3		3		
Teniscouata.....																									1	1	2		
Great Northern.....					1	2																			2		2		
Montreal and Southern Counties.....								2	1	1															2	1	1		
Kettle Valley.....								1	1																1	1	1		
Quebec Railway, Light and Power.....																									1	2	1		
British Columbia Electric.....								2	5																1	2	5		
Quebec Central.....								1		3															1	1	1		
Central Vermont.....																									1	1	1		
Essex Terminal.....																									2		2		
Canadian National Electric.....																									2		3		
Esquimalt and Nanaimo.....																									3	1	3		
London & Port Stanley.....																									4	4	9		
Grand River.....																									4	4	3		
Lake Erie and Northern.....																									1	1	1		
Sydney and Louisburg.....			1		2																				1	1	1		
New York Central.....								1		1			1												1	2	1		
Vancouver Harbour Commissioners Terminal.....																									1	1	1		
	5	7	2	3	38	17	9	21	71	26	92	154	50	207	21	4	30	22	6	32	21	6	31	11	5	12	242	116	470



No. 12.—STATEMENT showing highway crossings at which protection provided, and the nature of protection, during period of twelve months ending December 31, 1930

File No.	Order No.	Location of Crossing	Railway	Nature of Protection
2336-1	43825	Windsor, Ont., Tecumseh Rd.	C.P.R.	Bell and Wigwag.
9437-596	43929	St. Thomas, Ont., Queen St.	M.C.R.	2 Lightning flash signals.
27156-143	44119	St. Gabriel, P.Q., St. Gabriel St.	C.P.R.	Speed limitation retained.
26765-4	44133	South River, Ont., Ottawa Ave.	C.N.R.	2 Bells and wigwags in lieu of watchman.
30558		New Westminster, B.C., Braid St.	C.P.R.	Brush cut down.
28786-47		Clover Bar, Alta., Mileage 117 Viking Subd.	C.N.R.	Wigwag added to bell.
26727-198	44146	Woodstock, Ont., Vansittart St.	C.P.R.	Bell and wigwag.
33298	44159	Kinkora, P.E.I., Mileage 3-64 Borden Subd.	C.N.R.	Brush cut down.
26711-304		Lincolnhouse, Ont., 2nd west.	C.N.E. Ry.	Standing cars kept back.
26711-244		London, Ont., Highbury Ave.	C.N.R.	Trees cut down.
33299-56		Sable River, N.S., Mileage 28-63 Yarmouth Subd.	C.N.R.	Embankments reduced.
26711-313	44218	Mildmay, Ont., Witter's crossing.	C.N.R.	Board fence replaced by wire fencing.
33679		Ottawa, Ont., Gladstone Ave.	C.N.R.	Building removed.
28786-62		Cooking Lake, Alta.	C.N.R.	Street lamp installed.
26744-40		Fort Rouge, Winnipeg, Man., Harrow St.	C.N.R.	Watchman in lieu of gates.
9437-1123	44330	Toronto, Ont., Trinity St.	C.P.R.	Bell and wigwag.
27929-22	44424	Walkerville, Ont., Tecumseh St.	P.M.R.	Brush cut down.
26782-155		Ste. Sophie, P.Q., 2nd west.	C.N.R.	Whistle post installed.
28786-10		Fort Saskatchewan, Sask.	C.N.R.	Wigwag installed in lieu of bell.
9437-641	44457	Amprior, Ont., Daniel St.	C.N.R.	2 manually controlled bells and wigwags.
26765-74	44466	Kitchener, Ont., Waterloo St.	C.N.R.	2 manually controlled bells and wigwags.
26765-74	44466	Kitchener, Ont., Edward St.	C.N.R.	2 manually controlled bells and wigwags.
26765-74	44466	Kitchener, Ont., Weber St.	C.N.R.	2 manually controlled bells and wigwags.
26765-74	44466	Kitchener, Ont., Ahrens St.	C.N.R.	2 manually controlled bells and wigwags.
26711-310		Gadshall, Ont., 1st east.	C.N.R.	Trees cut down.
26737-62	44423	Apple Hill, Ont.	C.P.R.	2 Bells and wigwags.
26711-328		Huttonville crossing, Twp. of Chingacousy, Ont.	C.N.R.	10-mile speed limitation on eastbound trains.
3701-76	44526	Scarboro, Ont., lots 2 and 3, concession 4, York Twp.	C.N.R.	Bell and wigwag.
9437-440	44520	Courtland, Ont., 1st east.	C.N.R.	2 wigwag signals added to bell.
27929-39	44522	Harrow, Ont., Queen St.	P.M.R.	Bell and wigwag.
31671	44555	Windsor East, Ont., George Avenue.	C.N.R.	2 Bells and wigwags.
26727-282		Harrowsmith, Ont., Wilton St.	C.N. & C.P.	Speed limitation retained.
27218-53		Tofield, Alta., N.S.	C.N.R.	Advance warning signs; additional whistle post.
28786-65		Belleville, N.S.	C.N.R.	2 Whistle posts installed.
27929-21	44590	Kingsville, Ont., Division St.	P.M.R.	Wigwag signal.
27218-43	44632	Truro, N.S., Prince Street.	C.N.R.	Watchman ordered for Sunday in addition to other days.
27073-56		Thompson Subd., B.C., Mileage 87-06	C.P.R.	Advance warning signs.
27811-53		Halkirk, Alta., 1st east.	C.P.R.	Snow fence and brush removed.
26711-307	44637	Norval, Ont., 3rd east.	C.N.E. Ry.	Trees cut down.

26711-321	Brookville, Ont., Ormond St.	C.N.R.	Trees cut down.
3701-150	Haldimand Twp., Ont., between lots 16 and 17	C.P.R.	Bell and wigwag in lieu of existing bell.
27218-74	Edmonton, Alta., N.S., Mile 51-58	C.N.R.	Advance warning signs.
18144	Middleton Subd., N.S., 104th St.	C.N.R.	To flag switching movements on spurs over crossing.
3701-230	Bowmanville, Ont., between lot 22 and con 1	C.P.R.	Bell and wigwag in lieu of existing bell.
26782-163	St. Hyacinthe, Parish of St. Thomas d'Aquin, P.Q.	C.N.R.	Cattle guards on south side of crossing.
26711-68	Port Colborne, Ont., King Street	C.N.R.	Manually controlled bell and wigwag.
27156-11	Farnham, P.Q., 1-4 miles north	C.P.R.	Cars on storage track kept back 200 feet on each side.
9437-1338	Breslay stn., Montreal, P.Q., 1-1 miles west	C.P.R.	Bell and wigwag.
48483	Park Ave., Montreal, P.Q., between Atlantic and Beaumont	Tor. Sub.	Trees cut down.
48485	Etobicoke Twp., Ont., Abbot Avenue; Mileage 4-35	C.P.R.	Trees trimmed.
	Hatton, Sask., crossing east of	C.N.E. Ry.	Brush removed.
44900	Cooksville, Ont., Dundas St.	D.A.R.	Bell and wigwag.
44901	Aylesford, N.S.	C.P.R.	Watchman from 6.15 a.m. to 12.15 a.m. daily, in lieu of 7 a.m. to 11.00 p.m.
44924	London, Ont., Quebec St.	C.N.R.	Highway diverted.
36465-14	Lavoy, Alta., Edmonton-Lloydminster highway	C.N.R.	Highway diverted.
9437-1202	Scarborough Twp., Ont., Kingston Road	Tor. Sub.	Highway crossing signs and whistle posts installed.
33055	Etobicoke Twp., Poplar Avenue	C.N.R.	Speed limitation of five miles per hour; and flagman for backup movements.
36829	Port Frances, Victoria Ave.	C.P.R.	(Cars kept back; platform removed; trees trimmed.)
Case 269	Olds, Alta., 3rd Street	C.P.R.	Trees trimmed.
27401-46	St. Croix, N.B., 1-17 miles east	T.H. & B. Ry.	3-Aspect Bryant wigwag signal and bell and "Stop" sign.
9437-542	Canboro Road, 1wp. of Pelham, Ont.	T.H. & B. Ry.	3-Aspect Bryant wigwag signal and bell and "Stop" sign.
27802-14	Fenwick, Ont., 1st east	D.A.R.	Crossing plankling renewed; whistle post installed east of crossing.
28300-23	Wolfville, N.S., Harris' crossing, 1st east of stn.	C.N.R.	Crossing sign relocated; brush and trees cut down.
4135-58-213	Okanagan Subd., B.C., Mileage 69-51	C.P.R.	Brush and trees cut down; crossing sign painted.
33550-7	Suffolk Stn., P.E.I., Main Road	C.P.R.	Speed limitation of ten miles an hour retained.
28100	Hull, P.Q., St. Hyacinthe St.	C.N.R.	Speed limitation of ten miles an hour retained.
26711-412	Trenton, Ont., Front Street crossing	C.N.R.	(Crossing closed.)
26711-407	Stratford, Ont., Nile St.	C.N.R.	Brush cut down.
26711-401	Galt, Ont., 1 mile south	C.P.R.	Brush and trees cut down.
9437-996	Mount Forest, Ont., 3 1/2 miles south	C.P.R.	Cars kept back 25 feet from public road.
27156-38	Roxton Falls, P.Q., Notre Dame St.	C.P.R.	Bell and wigwag.
26727-88	Kendry, Ont., Mileage 30-4 Peterborough Subd.	C.N.R.	Trees cut down.
45065	Foley 1wp., Parry Sound-Rossau Highway, Ont.	C.N.R.	Bell and wigwag.
45090	Luceville, P.Q., Mileage 8-21 Rimouski Subd.	C.N.R.	Watchman 9.00 a.m. to 8.00 p.m., during racing periods
37311-1	Sussex Subd., Mileage 86-7, N.B.	C.P.R.	Wigwag in addition to existing bell.
45103	Wallenstein, Ont., 3 miles west; Mileage 52-0	C.N.R.	Diversion.
26727-279	New Glasgow, N.S., Kempt Street	C.N.R.	Subway.
36406	Walkerville, Ont., Wyandotte Street	P.M.R.	2 Bells and wigwags.
45155	Calgary, Alta., 11th Street west	C.P.R.	Speed limitation on southbound trains.
45208	Markdale, Ont., 1-3 miles north; Mileage 67-3	C.P.R.	Trees trimmed; cars kept back 300 feet east of crossing.
43211	Alfred, Ont., Black Horse Creek Road	C.P.R.	Speed limitation on southbound trains.
45276	St. Jacques Church Station, Madawaska county, N.B.	Temis.	Cars kept back 200 feet either side of crossing.
45285	Strathroy, Ont., Oxford, Richmond, Victoria Sts	C.N.R.	Trees trimmed; grade reduced.
45301	Venosta, P.Q., just north of	C.P.R.	
37082			

No. 12.—STATEMENT showing highway crossings at which protection provided, and the nature of protection, during period of twelve months ending December 31, 1930—(Concluded)

File No.	Order No.	Location of Crossing	Railway	Nature of Protection
4135-58, 217	45339	Nashwaak Subd., Mileage 86-27; N.B.	C.N.R.	Speed limitation of ten miles an hour.
37302-1	45361	Notre Dame des Anges, P.Q.; Rivière a Pierre Hgy.	C.N.R.	Trees cut down.
27401-49		St. Leonard's, N.B., 1-17 miles north.	C.P.R.	Brush cut down.
37456	45363	Orillia South Twp., Ont., lot 4, con. 6.	C.N.R.	Wigwag added to existing bell.
27156-148		Montello, P.Q., 1-5 miles east.	C.P.R.	Brush cut down.
20205	45406	Nain Ave., Winnipeg, Man.	C.P.R.	Speed limitation of ten miles per hour; switching and extra movements prot. d.
26727-131	45407	Sandwich South Twp., 7th Concession Rd., Ont.	C.P.R.	Bell and wigwag.
9437 319-15	45424	Montreal, P.Q., St. James Street.	C.N.R.	Subway.
9437 715	45432	Chatham, Ont., 2 miles east. Mileage 62-2	C.P.R.	Bell and wigwag.
26711-396	45434	Hamilton, Ont., Beach Line; Wellington St.	C.N.R.	Wigwag signal installed.
26711-141		Crosby, Ont.	C.N.R.	Brush cut down.
27156-146		Waterloo, P.Q., south of public square.	C.P.R.	Speed limitation of ten miles an hour retained.
26727-103		Pembroke, Ont., Pembroke St.	C.P.R.	Stop signs erected by municipality.
26711-414		McKim, Sask., Frost St. South.	C.N.R.	Trees cut down.
29373	45502	Quebec, P.Q., Canardière Road.	C.N.R.	Subway.
36405-15	45251	Countess, Alta., Calgary-Medicine Hat Highway.	C.P.R.	Diversion and elimination two level crossings.
26765-128	45274	Fort Erie, Ont., Garrison Road.	C.N.R.	Bell and wigwag.
26727-179	45293	Chatsworth, N.B., Highway No. 10.	C.P.R.	Bell and wigwag.
9437 458	45580	Rancho, Ont., 1st west of	C.N.R.	Wigwag added to existing bell.
26807-77		Swift Current Subd., Sask., Mileage 81-2	C.P.R.	Snow fence removed; trees trimmed.
26711-333		Toronto Twp., Ont., Dixie xing., Mileage 8-46.	C.N.E. Ry.	Apple tree removed.
26727-85		Alliston, Ont., Victoria St.	C.P.R.	Advance warning signs installed on highway; signal lowered; wire fence in lieu of board.
9437-674	45451	Chatham, Ont., 1st west of	C.N.R.	2 Bells and wigwags installed.
26711-306		Toronto Twp., Ont., Burnamthorpe Rd.	C.N.E. Ry.	Trees cut down; embankment reduced.
26727-295	45367	Markdale, Ont., 1-3 miles north.	C.P.R.	Embankment reduced.
9437-319-3		Montreal, P.Q., Ste. Monique St.	C.N.R.	Diversion.
27929-36	45555	Shedden, Ont., about 1 mile east.	P.M.R.	Bell and wigwag.
27467-92		Fairholme, Sask.	C.N.R.	Trees cut down.
45655		Ste. Rosalie, P.Q., west of	C.N.R.	Switching movement flagged by train crew.
26782-158		Dyers stn., N.B., 2 miles west.	C.P.R.	Trees cut down.
27401-48		Rockland, Ont., west of	C.N.R.	Speed limitation of six miles per hour.
26711-397	45736	Mount Forest, Ont., at north limits of; Kings Hgy.	C.N.R.	Wigwag signal.
9437-184	45740	Pitt Meadows, B.C., Harris Rd.	C.P.R.	Advance warning signs installed; whistle posts erected; 75 feet of spur track removed.
27073-60				Subway.
9437-170	45765	Oakville, Ont., 1st west; 7th line.	C.N.R.	Speed limitation of ten miles per hour.
1820	45770	Waterloo, Ont., John St.	C.N.R.	Speed limitation of ten miles per hour.
33229-63	45801	Mann siding, N.B., Mileage 36-70 St. Quentin Subd.	C.N.R.	Wigwag in addition to existing bell.
9437 405	45619	Stittsville, Ont., Highway No. 15.	C.P.R.	Wigwag in addition to existing bell.
26727-298	45738	Blind River, Ont., Colonization Trunk Rd.	C.P.R.	Advance warning signs installed.



27318-5	North Simcoe, Ont., Townsend Street.	L.E. & N. Ry.	Bell and wigwag signal installed.
32214	Drummondville, P.Q., 3rd Range.	C.P.R.	Bushes cut down.
9437-1329	St. Isidore, P.Q., south of .....	C.N.R.	Advance warning signs installed.
27618-46	Truro, N.S., Bogleman's crossing.	C.N.R.	Advertising sign removed.
26782-172	Monk, P.Q., crossing east of .....	C.N.R.	Advance warning signs and stop signs installed.
26711-400	Alice, Ont., 2nd east of; Beachburg Subd.	C.N.R.	Division of highway; crossing at Mile 95.8 closed.
27156-121	Lachute, P.Q., Bethany St.	C.P.R.	Speed limitation of ten miles per hour; train crew to protect movements (on main line when frt. trains on passing track.)
36960	Meadowbrook, N.B., Mile 112-68 Springhill Subd.	C.N.R.	Bell and wigwag.
9437-985	Weston, Ont., gate towers.	C.N.R.	Annunciators installed in the gate towers.
26782-7	Manseau, P.Q., Parish of St. Joseph de Blackford.	C.N.R.	Freight shed moved.
37618-7	Brantford Township, Ont., West Street; Concess. 2	C.N.R.	Subway.
27218-28	Lantz Siding, N.S.	C.N.R.	Crossing closed.
27218-81	Liverpool, N.S., Mileage 1-5 Yarmouth Subd.	C.N.R.	Brush cut down.
26765-238	Wainfleet Township, Ont., King's Highway No. 3 A.	C.N.R.	Diversion.
26765-212	Danville, P.Q., 2nd west of .....	C.N.R.	Trees and brush cut down.
7264	London, Ont., Richmond Street.	C.N.R.	Subway.
9437-1215	Rideau, Ont., xng. west of .....	C.N.R.	Double bells and wigwags.
45939	Stratford, Ont., Downie Street.	C.N.R.	Switching movements between midnight and 7.00 a.m. protected by member of crew.
45948			
45945	London, Ont., Wellington St.	C.N.R.	Subway.
16494	Bresaylor, Sask., xng. at mile 99-4 Blackfoot Subd.	C.N.R.	Trees cut down.
27467-96	Calgary, Alta., 14th st. west.	C.P.R.	Lumber piles removed.
27811-36	Saskatoon, Sask., 19th Street	C.N.R.	Subway.
8993-1	Premont, P.Q., xng. at .....	C.N.R.	Approaches improved.
31067-1	Saltfleet Twp., Ont., King's Highway; Webster Side rd.	C.N.R.	Bell and wigwag.
37567	Portage du Fort, P.Q., xng. west of .....	C.N.R.	Provincial stop signs installed.
26782-176	Brighon, Ont., Prince Edward Street.	C.N.R.	Revision of bell and wigwag signal circuit.
9437-1063	Malton stn., xng. one-half mile east of .....	C.P.R.	Bell and wigwag.
26711-187	Sydney Subd., Mile 30, N.S., xng. 300 yards east of .....	C.N.R.	Advance warning signs installed.
27218-83	Parry Sound, Ont., Church st.	C.N.R.	Speed restriction of 10 miles an hour.
1558-3			

NO. 13.—STATEMENT showing the number of highway crossing at which protection has been ordered, and the nature of protection, set out by provinces, for twelve months ending December 31, 1930.

	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Total
Removal of view obstructions (trees, etc.)	1	3	3	7	17		5	5	2	43
Speed limitation maintained			3	4	8	1				16
Board fence replaced by wire fence					2					2
Switching movements to be flagged				2	1	1		1		5
Day and night watchmen installed		1			1					2
Stop signs erected				1	1					2
Snow fence removed							1			1
Highway crossing sign installed					1					1
Additional whistle posts installed		2								2
Diversion		1		1	3			2		7
Whistle posts installed					1		1	1	1	4
Highway closed					1			1		2
Cars to be kept back required distance				2	2			1		5
Automatic bell and wigwag installed	1	1	1	3	15					21
Double automatic bell and wigwag installed					9			1		10
Wigwag added to bell already installed					7					7
Advance warning signs erected		3		2	2				1	8
Double lightning flash signal installed					1					1
Subway constructed				3	5		1			9
Approaches graded				1						1
Part-time watchman			1		1					2
Crossing sign relocated		1							1	1
Electric light installed						1				1
Bonded circuit of automatic bell increased					1					1
Signal lowered					1					1
3-Aspect Bryant wigwag signal, bell and stop sign installed					2					2
Annunciators installed in gate towers					1					1
Wigwag signal installed					2					2
Double manually controlled bells and wigwag signals installed					4					4
	2	11	8	26	89	3	8	12	5	164

NO. 14.—STATEMENT showing number of persons killed and injured at public highway crossings, separately, for the years ending December 31, 1926, 1927, 1928, 1929, and 1930.

Year	Gates		Bell		Lightning Flash Signal		Watchman		Unprotected		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
1926	7	20	21	65			1	9	100	276	129	370
1927	4	13	16	45				21	79	346	99	425
1928	1	6	22	35			6	9	144	425	173	475
1929	4	16	22	66				16	114	397	140	495
1930	6	21	13	39		4	4		93	406	116	470
	22	76	94	250		4	11	55	530	1,850	657	2,235

No. 15.—STATEMENT showing number of highway crossing accidents and the nature of same, for each and every year separately, for years ending December 31, 1926, 1927, 1928, 1929 and 1930.

	Gates						Bell						Lightning Flash					
	1926	1927	1928	1929	1930	Total	1926	1927	1928	1929	1930	Total	1926	1927	1928	1929	1930	Total
Automobile.....	10	3	3	7	8	31	39	34	31	47	31	182					1	1
Horse and rig.....	1					1	7	2	7	3	3	22						
Pedestrian.....	9	12	5	5	7	38	5	4	3	9	5	26						
Steam roller.....																		
Bicycle.....											2	2						
	20	15	8	12	15	70	51	40	41	59	41	232					1	1

	Watchman						Unprotected						Total					
	1926	1927	1928	1929	1930	Total	1926	1927	1928	1929	1930	Total	1926	1927	1928	1929	1930	Total
Automobile.....	5	8	9	8		30	181	218	255	277	249	1,180	235	263	298	339	289	1,424
Horse and rig.....							21	22	28	20	17	108	29	24	35	23	20	131
Pedestrian.....	3	1	3			7	22	10	11	14	13	70	39	27	22	28	25	141
Steam roller.....											1	1					1	1
Bicycle.....											1	1					3	3
	8	9	12	8		37	224	250	294	311	281	1,360	303	314	355	390	338	1,700

The total of 1,700 accidents covers 657 persons killed and 2,235 persons injured, as referred to in preceding statement.

No. 16.—STATEMENT showing the number of trespassers killed and injured, by provinces and railways, for year ending December 31, 1930.

	Nova Scotia		New Brunswick		Quebec		Ontario		Manitoba		Saskatchewan		Alberta		British Columbia		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Canadian National.....	5	7	3	9	14	22	32	42	8	7	9	16	4	9	5	2	80	114
Canadian Pacific.....			3	3	8	2	30	17	10	13	10	13	7	15	11	21	79	84
Michigan Central.....							4										4	1
Dominion Atlantic.....		1													1		1	
Great Northern.....								2										2
Pere Marquette.....					1												1	1
New York Central.....					1												1	
Hull Electric.....					1												1	1
Quebec Central.....					1												1	
Temiscouata.....			1														1	
Northern Alberta.....													1	1			1	1
Vancouver Harbor Commissioners Term.....																1		1
Essex Terminal.....							1										1	
	5	8	7	12	23	26	67	61	18	20	19	29	12	25	17	24	168	205



No. 17.—STATEMENT showing the number of persons killed and injured on the various railways under the jurisdiction of the Board for the years ending December 31, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929 and 1930.

Year	Passengers		Employees		Others		Total	
	K.	I.	K.	I.	K.	I.	K.	I.
1921.....	4	240	91	1,344	148	344	243	1,928
1922.....	5	376	83	2,084	155	396	243	2,856
1923.....	15	588	122	2,542	158	497	295	3,597
1924.....	17	385	107	2,398	194	471	318	3,254
1925.....	6	354	76	2,008	190	593	272	2,955
1926.....	13	329	132	1,727	284	564	429	2,620
1927.....	13	382	101	2,051	239	658	353	3,091
1928.....	18	301	109	2,171	318	721	445	3,193
1929.....	16	349	105	1,891	305	714	426	2,954
1930.....	17	308	95	1,462	313	742	425	2,512
	124	3,612	1,021	19,678	2,304	5,700	3,449	28,960

No. 18.—STATEMENT showing the number of persons killed and injured in the more prominent accidents on the various railways, under the jurisdiction of the Board, shown separately for years ending December 31, 1926, 1927, 1928, 1929 and 1930.

	1926		1927		1928		1929		1930		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Derailment.....	10	149	15	118	12	151	11	92	12	121	60	631
Collision, head-on.....	15	14	12	129	5	64	17	61		25	49	293
Collision, rear-end.....	6	40	4	21	3	46	2	23	1	9	16	139
Collision in yard.....	4	57		49	3	59	3	69	1	26	11	260
Collision with cars, open switch.....				2				16		3		21
Collision with cars standing foul.....				2						2		4
Collision at level (diamond) crossing.....		1		19				1	1	6	1	27
Highway crossing protected.....	29	94	20	79	29	50	26	98	23	64	127	385
Highway crossing unprotected.....	100	276	79	346	144	425	114	397	93	406	530	1,850
Adjusting couplers, coupling, etc.....	8	82	5	93	6	108	5	105	3	60	27	448
Trespassing.....	123	113	121	131	127	139	142	136	168	205	681	724
Hand-car, motor, struck by train.....	20	30	13	37	13	36	5	18	8	30	59	151
Struck by switch-stand, etc.....		25	2	27		25	1	21		15	3	113
Crushed between cars and buildings.....	1	9	2	10	1	21	1	20	1	7	6	67
Falling off passenger train.....	4	7	3	22	7	6	4	16	2	11	20	62
Falling off top of car.....	1	35	4	52	5	45	2	47	1	25	13	204
Falling between cars.....	5	10	4	13		13	6	5	4	3	19	44
Jumping off train in motion.....	8	81	6	110	7	136	10	81	7	91	38	499
Attempt to board train in motion.....	6	78	4	64	2	90	1	72	5	67	18	371
Run down by engine or car.....	26	63	23	82	22	84	20	62	27	62	118	353
Explosion of locomotive boiler.....		3	1	13	3	3		1	2	5	6	25
	366	1,167	318	1,419	389	1,501	370	1,341	359	1,243	1,802	6,671

No. 19.—STATEMENT showing number of cars inspected, together with defects, for year ending December 31, 1930.

—	Cars inspected	Cars defective	Per cent defective	Grand total defects	Couplers and parts	Per cent defective	Uncoupling mechanism	Per cent defective	Hand-holds	Per cent defective
Canadian Pacific.....	24,885	1,263	5.07	1,414	22	1.55	111	7.85	48	3.39
Canadian National.....	37,843	2,057	5.43	2,345	25	1.06	245	10.44	186	7.93
Dominion Atlantic.....	50	2	4.00	3					1	33.33
Northern Alberta.....	50	2	4.00	3					1	33.33
Kettle Valley Ry.....	175	21	12.00	22			1	4.54	2	9.09
Great Northern.....	340									
Toronto, Hamilton & Buffalo.....	580	21	3.62	21	1	4.76	2	9.52		
Esquimalt & Nanaimo.....	180	12	6.66	16			2	12.50	7	43.75
British Columbia Electric.....	605	22	3.63	23					2	8.69
	64,708	3,400	5.25	3,847	48	1.24	361	9.38	247	6.42

—	Air brakes	Per cent defective	Ladders	Per cent defective	Sill steps	Per cent defective	Height of couplers	Per cent defective	Miscellaneous	Per cent defective
Canadian Pacific.....	585	41.37	29	2.05	155	10.96	343	24.25	121	8.55
Canadian National.....	832	35.47	54	2.30	298	12.70	491	20.94	214	9.12
Dominion Atlantic.....	1	33.33					1	33.33		
Northern Alberta.....	1	33.33					1	33.33		
Kettle Valley Ry.....	6	27.27			1	4.54	11	50.00	1	4.54
Great Northern.....										
Toronto, Hamilton & Buffalo.....	5	23.80	1	4.76	12	57.14				
Esquimalt & Nanaimo.....	1	6.25	1	6.25	2	12.50			3	18.75
British Columbia Electric.....	14	60.86	1	4.34	1	4.34				
	1,445	37.56	86	2.23	469	12.19	852	22.14	339	8.81

No. 20.—STATEMENT showing defective safety appliances on freight cars as reported by the inspectors for year ending December 31, 1930.

COUPLERS AND PARTS		AIR BRAKES	
Knuckle pin broken.....	5	Cylinder defective.....	2
Knuckle pin missing.....	2	Cylinder loose.....	1
Lock block broken.....	19	Cylinder and triple valve not cleaned within twelve months.....	506
Lock block worn.....	1	Cylinder and triple valve not stencilled with date of cleaning.....	2
Lock block bent.....	2	Cut-out cock defective.....	19
Lock block inoperative.....	3	Release rod broken.....	12
Lock block missing.....	16	Release rod missing.....	33
Total.....	48	Angle cock defective.....	16
UNCOUPLING MECHANISM		Train pipe broken.....	7
Uncoupling lever broken.....	16	Train pipe loose.....	45
Uncoupling lever wrong.....	57	Train pipe bracket missing.....	1
Uncoupling lever bent.....	77	Hose defective.....	2
Uncoupling lever incorrectly applied.....	40	Hose missing.....	6
Uncoupling lever missing.....	4	Hose gasket missing.....	1
Uncoupling chain broken.....	134	Retaining valve defective.....	32
Uncoupling chain too long.....	1	Retaining valve missing.....	4
Uncoupling chain too short.....	5	Retaining pipe defective.....	30
Uncoupling chain kinked.....	8	Retaining pipe missing.....	1
Uncoupling chain missing.....	11	Brake rigging defective.....	286
End casting broken.....	3	Brake cut out.....	439
End casting bent.....	2	Total.....	1,445
End casting loose.....	3	LADDERS	
Total.....	361	Ladder round broken.....	7
HANDHOLDS		Ladder round bent.....	60
Handhold broken.....	4	Ladder round loose.....	14
Handhold bent.....	155	Ladder round missing.....	1
Handhold loose.....	63	Ladder loose.....	4
Handhold incorrectly applied.....	15	Total.....	86
Handhold missing.....	10	SILL STEPS	
Total.....	247	Sill step broken.....	3
HEIGHT OF COUPLERS		Sill step bent.....	427
Coupler too low.....	1	Sill step loose.....	35
Carrier iron loose.....	851	Sill step incorrectly applied.....	4
Total.....	852	Total.....	469
		Miscellaneous total.....	339
		Grand Total.....	3,847



No. 21A.—STATEMENT of defects on freight cars shown separately for years ending December 31, 1926, 1927, 1928, 1929 and 1930.

	1926	1927	1928	1929	1930	Total
Couplers and parts.....	86	95	46	43	48	318
Uncoupling mechanism.....	655	532	440	433	361	2,421
Hand-holds.....	348	251	233	250	247	1,149
Air brakes.....	2,334	1,783	1,515	1,861	1,445	8,938
Ladders.....	178	136	92	80	86	572
Sill steps.....	779	653	525	453	469	2,879
Height of couplers.....	37	939	1,032	1,179	852	4,039
Miscellaneous.....	670	577	430	496	339	2,512
	5,087	4,966	4,313	4,795	3,847	22,828

No. 21B.—STATEMENT of cars inspected and defective, shown separately for years ending December 31, 1926, 1927, 1928, 1929 and 1930.

	1926	1927	1928	1929	1930	Total
Cars inspected.....	104,921	90,561	75,989	69,265	64,708	405,444
Cars defective.....	4,641	4,547	3,822	4,123	3,400	20,533
Percentage defective.....	4.42	5.02	5.02	5.95	5.25	5.06

No. 22.—STATEMENT showing number of locomotives inspected, and number of defects, on the various railways under the Board's jurisdiction, for the year ending December 31, 1930.

	C.N.R.	C.P.R.	S. & L.E. & N.	N.A.R.	A.E.R.	Q.M. & S.	N.Y.C.	K.V.R.	M.C.R.	Q.C.R.	A.C.R.	D.A.R.
1. Arch tubes.....	1	1										
2. Ashpans or mechanism.....	6	1										
3. Blow-off cocks.....	1											
4. Boiler checks.....	2											
5. Boiler shell.....	2	4										
6. Brake equipment.....	2	5										
7. Cabs or cab windows.....	3	17										
8. Cab cards.....	11	3			1							
9. Coupling or uncoupling devices.....	1											
10. Domes or dome caps.....	2	2			1							
11. Fire-box sheets.....												
12. Frames, tender.....		1										
13. Gauges, or gauge fittings, steam.....		2										
14. Gauge cocks.....	1	34	30		2							
15. Hand holds.....	24											
16. Injectors and connections.....	1											
17. Inspection or test not made as required.....	4	13	1									
18. Lateral motion.....	1	10										
19. Lights, cab or classification.....												
20. Lights, head-lights.....	2											
21. Mud rings.....	1	1			1							
22. Pilot or pilot beams.....	4	3										
23. Plugs, or studs.....	8	2										
24. Reversing gear.....		2										
25. Rods, main or side, crank pins, or collars.....	1	2										
26. Sanders.....		2										
27. Springs, or spring rigging.....	3	2										
28. Staybolts.....	2											
29. Staybolts broken.....		1										
30. Steam pipes.....		1										
31. Steam valves.....	1	1										
32. Steps.....	9	2						1				
33. Tanks, or tank valves.....	12	2						1				
34. Tell-tale holes.....	3											
35. Throttle, or throttle rigging.....	1											
36. Truck, tender.....		2										
37. Washout plugs.....	4											
38. Water glass, fittings or shield.....	11	8	12									
39. Wheels.....	12	24										
40. Miscellaneous signal appliances, badge plates, brake (hand).....	3											1
41. Fire protective appliances.....	105	109	21	1	14			6		1		1
	250	263	64	1	19			8		1		1
Locomotives inspected.....	5,533	4,574	65	102	141	16	17	63	129	136	117	37
Locomotives defective.....	208	290	41	1	18			8		1		1
Per cent inspected, found defective.....	4	5	63		13			13		1		3

	P.M.R.	Wabash	T.H. & B.	W.P. & Y	Tem.	V.H. C.T.R.	M.C.R. & P.O.	N.C.R.	G.N.R.	E.T.R.	Total
1. Arch tubes.....											1
2. Ashpans or mechanism.....											1
3. Blow-off cocks.....											1
4. Boiler checks.....											7
5. Boiler shell.....											1
6. Brake equipment.....											2
7. Cabs or cab windows.....											6
8. Cab cards.....											13
9. Coupling or uncoupling devices.....											20
10. Domes or dome caps.....											15
11. Fire-box sheets.....											1
12. Frames, tender.....											5
13. Gauges, or gauge fittings, steam.....	1										1
14. Gauge cocks.....											1
15. Hand holds.....											3
16. Injectors and connections.....											90
17. Inspections or tests not made as required.....											1
18. Lateral motion.....											18
19. Lights, cab or classification.....											8
20. Lights, head-lights.....											10
21. Mud rings.....											2
22. Pilot or pilot beams.....											3
23. Plugs, or studs.....											5
24. Reversing gear.....											11
25. Rods, main or side, crank pins, or collars.....											2
26. Sanders.....											3
27. Springs, or spring rigging.....											2
28. Staybolts.....											5
29. Staybolts broken.....											1
30. Steam pipes.....											2
31. Steam valves.....											14
32. Steps.....	1									1	15
33. Tanks or tank valves.....											3
34. Tell-tale holes.....											3
35. Throttle, or throttle rigging.....						1					2
36. Trucks, tender.....											2
37. Washout plugs.....										1	4
38. Water glass, fittings or shields.....											32
39. Wheels.....							2				36
40. Miscellaneous signal appliances, badge plates, brake (hand).....		25									5
41. Fire protective appliances.....											283
	2	25				3				2	639
Locomotives inspected.....	39	61	24	30	7	5	1	3	16	9	11,133
Locomotives defective.....	1	25				1				2	527
Percent inspected, found defective.....	3	41				20				22	5



## APPENDIX "D"

## REPORT OF THE CHIEF FIRE INSPECTOR OF THE BOARD, CLYDE LEAVITT, FOR THE YEAR ENDING DECEMBER 31, 1930

February 15, 1931.

A. D. CARTWRIGHT, Esq.,  
Secretary, Board of Railway Commissioners,  
Building.

SIR,—In accordance with section 31 of the Railway Act, 1919, the annual report covering the work of the Fire Inspection Department of the Board, for the year ended on the thirty-first day of December, 1930, is respectfully submitted.

Climatic conditions, which largely govern the forest fire-hazard, were in 1930 in some respects similar to those experienced in 1929. The worst fire hazard in many years, due to drought, low humidity, high temperature and wind, was experienced during the fire season of 1930 in Nova Scotia, resulting in heavy losses. Periods of high fire-hazard were also experienced in western Ontario and northern Saskatchewan and are responsible for an increase in the number of fires, areas burned and damage done.

Climatic conditions in New Brunswick, Quebec, eastern Ontario, Manitoba, Alberta and British Columbia, from the standpoint of duration of dangerous fire weather, were normal and tended considerably to reduce the railway fire record in these provinces.

## ORGANIZATION

In co-operation with the forest protective organizations of the Dominion and Provincial Governments, 188 officials of such organizations acted as ex-officio officers of the Board's Fire Inspection Department, distributed as follows:—

Nova Scotia Forest Service.....	9
New Brunswick Forest Service.....	4
Quebec Forest Protection Service.....	26
Ontario Forestry Branch.....	61
Saskatchewan: Office of Superintendent of Insurance.....	2
Alberta: Game Protection Branch.....	2
Dominion Forest Service.....	20
Canadian National Parks Branch.....	6
British Columbia Forest Branch.....	58

## RAILWAY FIRE PATROLS

The total miles of railway in Canada subject to the Board's jurisdiction was increased by 942 miles during the past year, making a grand total of 41,356 miles, of which 14,209 miles or 34.36 per cent, is classified as running through forested territory. Of this, special patrol by selected members of section crews is prescribed on 6,022 miles; special patrol by special men on velocipedes on 153 miles, and on power speeders on 1,230 miles; foot patrolmen on 59 miles and special patrol by motor boat, saddle horses and velocipedes on 146 miles of line under construction, making a total of 7,610 miles of line on which some form of special patrol by railway forces was required. This special patrol service required the special attention to fire patrol of 921 selected members of section crews, averaging one man to each 6.54 miles of track; 14 velocipede and 53 power speeder patrolmen, 14 foot, 2 motor boat and 5 construction patrolmen—a total of 1,009 special fire patrolmen on all lines. On 6,599 miles of forested

territory where the fire hazard is not extreme, special fire patrol is not prescribed, the detection, reporting and extinguishing of fires being left to section forces and other regular employees as a part of their regular duties in accordance with working instructions issued by the railway managements.

#### FIRE STATISTICS

Railways subject to the Board's jurisdiction throughout Canada are reported as having caused 668 fires in territories classified as forested. These fires burned over a total of 48,742 acres, with forest and other property loss valued at \$103,630. Of this area, 20,894 acres was young forest growth, 5,408 acres merchantable timber, and 4,420 acres slashing or old burn not restocking, while 18,020 acres was non-forest land. The area of forest land burned over was thus 30,722 acres, or 63·03 per cent of the total. The valuation of young forest and standing timber destroyed is \$76,846 or 74·16 per cent of the total damage; forest products consisting of poles, ties and cordwood to the value of \$13,038 or 12·58 per cent, and improved property in some form, valued at \$13,746, or 13·26 per cent of the total, were also destroyed. Of the 668 fires attributed to the railways, 34·88 per cent were incipient, 48·65 per cent covered between one-fourth acre and ten acres each, while 16·47 per cent attained a size over ten acres each.

Detail statistics by railways are shown in the accompanying tabulation; another table follows, showing the distribution of fires attributed to railways, as between locomotives, employees and construction. The former includes fires attributed to stacks or ash pans of locomotives or other portable boilers. The employee fires are mostly cases where fires escaped from section forces burning right of way or old ties. Fires on lines under construction are chiefly cases of fires escaping from construction employees clearing rights of way, and are responsible for 36·85 per cent of the area burned by fires attributed to railways. Fires attributed to locomotives comprise 68·56 per cent of the total number of railway fires, and these burned 55·04 per cent of the total area, causing 79·19 per cent of the estimated total loss in money value of forest and other property destroyed by railway fires. Employee fires account for 28·89 per cent of the number, 8·11 per cent of the area, and 1·36 per cent of the money value of damage done.

Fires on lines under construction in Saskatchewan account for 2·55 per cent of the number, 36·85 per cent of the area, and 19·45 per cent of the money value of damage caused by fires attributed to railways. Railway fires occurring east of Fort William, Port Arthur and Armstrong represent 47·30 per cent of the number, 47·06 per cent of the area and 54·75 per cent of the damage attributed to the railways. Railway fires occurring in Nova Scotia represent 20·51 per cent of the number, 31·11 per cent of the area and 51·30 per cent of the damage attributed to railways throughout the Dominion.

In addition to the foregoing, there were reported 242 fires burning in ties in the track, not spreading or causing damage other than to track ties.

One hundred and thirty-eight fires, originating within 300 feet of track in forested territory, are attributed to known causes other than the railway. Of these, 73 are charged to campers and travellers, 29 to settlers, and 36 to other known causes; 52 were incipient, 69 burned from one-fourth acre to ten acres each, and 17 burned more than ten acres each. These fires burned over 17,595 acres of young forest growth, 7,862 acres of merchantable timber, 202 acres of slash or old burn not restocking and 1,729 acres of non-forest land, with total damage to forest and other property estimated at \$42,046. Fires in this category in Ontario represent 35·50 per cent of the number, 96·54 per cent of the area and 91·74 per cent of the damage.

Fires of unknown origin originating within 300 feet of track total 51, burning over 7,468 acres, with forest and other property loss valued at \$268,351. Of this the forest valuation accounts for \$261.

Thus, all fires reported as having originated within 300 feet of track in forested territory, due to all causes, total 857, burning an area of 83,598 acres of forest and non-forest land, with total estimated damage of \$414,027.

## FIRE-GUARD REQUIREMENTS

In accordance with the fire-guard requirements, 5,878·57 miles of fire guards were constructed or maintained in uncultivated lands (fenced grazing and wild lands) in non-forested sections of the Prairie Provinces.

## FIRE GUARDS, 1930

Railway	Mileage, both sides of track to be accounted for, exclusive of approved exemptions	Mileage constructed or maintained during year	Percent completion
Canadian Pacific Railway.....	4,516·67	3,726·27	82·50
Canadian National Railways.....	3,407·00	2,102·20	61·70
Northern Alberta.....	68·35	26·60	39·00
Great Northern Railway.....	23·50	23·50	100·00
Totals.....	8,015·52	5,878·57	73·34

SUMMARY of reports on fires in forest sections originating within 300 feet of track along railway lines subject to the jurisdiction of the Board of Railway Commissioners for Canada, season of 1930.

	Canadian Pacific (Eastern Lines)	Canadian Pacific (Western Lines)	Canadian National (Atlantic Region)	Canadian National (Central Region)	Canadian National (Western Region)	Algonia Central and Bay	Northern Alberta Railways	Great Northern	Miscel- laneous (d)	Totals
	(a)	(b)			(c)					
<b>FIRES OF RAILWAY ORIGIN</b>										
<i>Number by Causes—</i>										
Locomotive, Class A fires.....	18	60	32	15	41		10	1	18	195
Locomotive, Class B fires.....	38	56	31	7	37		8		31	208
Locomotive, Class C fires.....	10	6	10	3	15	3	2		6	55
Employees, Class A fires.....		5	1	9	14	3	6			38
Employees, Class B fires.....	10	12	23	17	33	2	16			117
Employees, Class C fires.....	8	12	10	5	9		8		4	55
Total, Class A fires.....	18	65	33	24	55		16	1	18	233
Total, Class B fires.....	48	68	33	24	70	2	24		35	325
Total, Class C fires.....	18	18	20	8	24	3	10		9	110
Total all railway fires.....	84	151	107	56	149	8	50	1	62	668
<i>Areas burned (acres)—</i>										
Young forest growth.....	927	11,497	4,820	281	2,241	1,052	33		43	20,894
Merchantable timber.....	91	3,061	620	11	1,278	230			117	5,408
Slashing or old burn.....	748	408	8	16	33	469			1,738	4,420
Other classes of land.....	497	3,965	9,340	279	2,510	200	751		478	18,020
Total.....	2,263	18,931	14,788	587	6,062	2,951	784		2,376	48,742
<i>Value of Property Destroyed—</i>										
Young forest growth.....	\$ 915	\$ 10,535	\$ 33,470	\$ 1,173	\$ 6,053	\$ 426	\$ 48		\$ 257	\$ 52,877
Standing timber.....	231	9,797	6,266	58	6,585	100			932	23,969
Forest products.....	5	11,300	1,329	54	350					13,038
Other property.....	804	1,144	10,197	117	1,022		62		400	13,746
Total.....	\$ 1,955	\$ 32,776	\$ 51,262	\$ 1,402	\$ 14,010	\$ 526	\$ 110		\$ 1,589	\$ 103,630



SUMMARY of reports on fire in forest sections originating within 300 feet of track along railway lines subject to the jurisdiction of the Board of Railway Commissioners for Canada, season of 1930.—*Concluded*

	Canadian Pacific (Eastern Lines)	Canadian Pacific (Western Lines)	Canadian National (Atlantic Region)	Canadian National (Central Region)	Canadian National (Western Region)	Algonia Central and Hudson Bay	Northern Alberta Railways	Great Northern	Miscel- laneous	Totals
	(a)	(b)			(c)				(d)	
KNOWN CAUSES OTHER THAN RAILWAY										
<i>Number by Causes—</i>										
Campers and travellers, Class A.....	5	11	1	5	4	2	1	1	1	30
Campers and travellers, Class B.....	9	5	1	4	10		1		5	36
Campers and travellers, Class C.....	1	1	1	1	3					7
Settlers, Class A.....			2	2	1					5
Settlers, Class B.....	1		2	2	3		9			17
Settlers, Class C.....		1	3	1	2		1			7
Other known causes, Class A.....		13	1	1	2					17
Other known causes, Class B.....	1	6	2	5						16
Other known causes, Class C.....	2						1			3
Total, Class A.....	5	24	4	8	7	2	1		1	52
Total, Class B.....	11	11	5	11	15		10	1	5	69
Total, Class C.....	3	2	4	2	4		2			17
Total of other known causes.....	19	37	13	21	26	2	13	1	6	138
<i>Areas burned (acres)—</i>										
Young forest growth.....	23	905	80	11	16,571		5			17,595
Merchantable timber.....		6	5		7,851					7,862
Slashing or old burn.....	107	22	58	7	2				6	202
Other classes of land.....	41	901	100	41	146		497	1	2	1,729
Total.....	171	1,834	243	59	24,570		502	1	8	27,388
<i>Value of property destroyed—</i>										
Young forest growth.....	\$ 12	\$ 109	\$ 50	\$ 2	\$ 4,152		\$ 5			\$ 4,330
Standing timber.....		3	50		30,012					30,065
Forest products.....		5		1,463						1,468
Other property.....	1	2,500	20	700	2,187		775			6,183
Total.....	\$ 13	\$ 2,617	\$ 120	\$ 2,165	\$ 36,351		\$ 780		\$	\$ 42,046

## FIRES OF UNKNOWN ORIGIN

Number—									
Class A.....	2	8	4	3	1	.....	.....	.....	18
Class B.....	4	7	6	5	.....	.....	.....	.....	28
Class C.....	.....	2	.....	3	.....	.....	.....	.....	5
Total.....	6	17	10	11	1	.....	.....	.....	51
<i>Areas Burned—(acres)—</i>									
Young forest growth.....	4	26	2	404	.....	.....	.....	.....	446
Merchantable timber.....	.....	.....	2	.....	.....	.....	.....	.....	2
Slashing or old burn.....	4	3	.....	6,744	.....	.....	.....	.....	6,753
Other classes of land.....	7	171	19	63	.....	.....	.....	.....	267
Total.....	15	200	23	7,211	.....	.....	.....	.....	7,468
<i>Value of property destroyed—</i>									
Young forest growth.....	\$ 1	\$ 25	\$ 25	\$ 150	.....	.....	.....	\$ 60	\$ 236
Standing timber.....	.....	.....	25	.....	.....	.....	.....	.....	25
Forest products.....	.....	45	920	.....	.....	.....	.....	.....	965
Other property.....	30	75	1,231	265,374	.....	.....	.....	.....	267,125
Total.....	\$ 31	\$ 75	\$ 2,176	\$ 265,524	.....	.....	.....	\$ 60	\$ 268,351

(a) Includes Fredericton and Grand Lake Coal and Railway; New Brunswick Coal and Railway; Dominion Atlantic and Quebec Central Railways.

(b) Includes Esquimalt and Nanaimo and Kettle Valley Railways.

(c) Excludes Hudson Bay Railway.

(d) Includes following lines: Algoma Eastern; Cumberland Railway and Coal Co.; Nipissing Central; Sydney and Louisburg and White Pass and Yukon.

NOTE.—No fires were reported during 1930 within 300 feet of track in forest sections along the following lines: Maine Central (N.B.); Maritime Coal, Railway and Power Co.; Quebec Central and Temiscouata.

Class A fires are those which cover an area less than one-fourth acre, and do no damage;

Class B fires are those which cover an area of one-fourth acre to ten acres.

Class C fires are those which cover an area over ten acres.



INSPECTIONS of locomotive fire-protective appliances 1930 by Fire Inspection  
Department, B.R.C.

Railway	Province	Number Inspected	Number Defective
Canadian Pacific Railway.....	New Brunswick.....	56	
Canadian Pacific Railway.....	Quebec.....	229	3
Canadian Pacific Railway.....	Ontario.....	664	2
Canadian Pacific Railway.....	Prairie Provinces.....	319	74
Canadian Pacific Railway.....	British Columbia.....	305	5
Totals.....		1,573	84
Canadian National Railways.....	Nova Scotia.....	104	3
Canadian National Railways.....	New Brunswick.....	89	4
Canadian National Railways.....	Quebec.....	263	11
Canadian National Railways.....	Ontario.....	733	32
Canadian National Railways.....	Prairie Provinces.....	597	33
Canadian National Railways.....	British Columbia.....	39	1
Totals.....		1,825	84
Dominion Atlantic.....	Nova Scotia.....	17	1
Sydney and Louisburg.....	Nova Scotia.....	27	11
Maritime Coal, Railway and Power Company.....	Nova Scotia.....	1	
Temiscouata.....	Quebec.....	7	
Nipissing Central.....	Quebec.....	3	
Algoma Central and Hudson Bay.....	Ontario.....	60	
Algoma Eastern.....	Ontario.....	9	
Northern Alberta Railways.....	Alberta.....	113	14
Blue Diamond Coal Company.....	Alberta.....	1	1
Great Northern.....	British Columbia.....	5	
Kettle Valley.....	British Columbia.....	47	4
White Pass and Yukon Route.....	British Columbia and Yukon.....	30	
Totals.....		320	31
Totals all Railways.....		3,718	199



## APPENDIX "E"

## RECORD BRANCH

STATEMENT showing the applications made to the Board under the various sections of the Railway Act, for the year ending December 31, 1930.

Sections of the Railway Act	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Rescinding of Orders, Sec. 34	4	8	6	1	2	3	6	6	2	17	4	7	66
Rules and Regulations, Secs. 34-281	1	1	13		1	2	1	3	1	1	1	1	24
Extension of time, Sec. 41	1				1	2		2		1		2	3
Annulment Agreements, Secs. 151-153													3
Trackage Agreements, Sec. 154													5
Location of Line, Secs. 167-177	2	2	2	6	7	3	2	3	3	1	3	1	36
Plan, Profile and B. of Ref., Secs. 168-179											4	1	1
Route Map, Sec. 167	1		3	1	2		1	1		1	1	1	11
Ry. as constructed, Sec. 175	2	3	5	1	14		6	1	1	7	7	2	49
Dev. of Line, Sec. 178								1		2	1		4
Mines and Minerals, Secs. 194-198			1	2			2		6	1		2	8
Stations, Sec. 188	8	1	16	4	11	15	24	5	1	14	15	45	164
Condition of Stations, Sec. 188		1			1				1				3
Station Accommodation, Station Agents	8	10	6	7	12	4	7	2	1	5	1	7	70
Expropriation of Lands, Secs. 189-192	1			1	2				1		1	1	8
Appeals to Supreme Court and G.-In-C.									1	2			2
Internal Economy of the Board	1	2		2	1			1	1	4		1	13
Branch Lines, Secs. 180-187	19	15	8	17	17	25	14	20	17	20	12	9	193
Farm Crossings, Secs. 272-273	1	1	2	2	7	4	6	2	2	1	4		31
Canals, Ditches, etc., Secs. 208-271	1	1	1	1		1		1	3	9	4		22
Sewers, Sec. 269					1			1	1				3
Culverts, Sec. 269					1	1		1		2			9
Cattle Guards, Sec. 274	1					1	4	1	1				3
Gas Pipes, Secs. 162			2					1	1				3
Ry. Crossings and Jct., Secs. 252-254	5	1		1	1	4	2	1	6	3	1	1	26
Interlocking Appliances	6	2	5	7	4	2	7	1	1	1	2	5	43
Highway Crossings, Secs. 255-267	32	28	33	34	35	25	30	32	38	39	26	26	378
Highway Diversions, Sec. 256	4	4	6	5	10	10	16	12	15	34	9	8	133
Protection at Crossings, Secs. 257-267	38	37	18	16	17	22	20	25	31	74	28	16	342
Accident Reports, Secs. 285-286	50	41	35	27	48	39	64	33	69	55	50	51	562
Compensation for Damage, Secs. 213-221			1			1		3			1		6
Telg. and Tel. Lines, Sec. 367										1		1	2

[illegible]

LIST of cases appealed to the Supreme Court of Canada, from February 1, 1904, to December 31, 1930.

File No.	Subject	Decision
643	Montreal Terminal Ry. <i>vs.</i> Montreal Street Ry., Pius IX Ave., upon question of jurisdiction	Allowed.
1455	James Bay Ry. <i>vs.</i> G.T.R. undercrossing at a point near Beaverton, Ont., Lot 13, Con. 7, Twp. of Thorah	Dismissed.
1492	James Bay Ry. <i>vs.</i> G.T.R. crossing Belt Line Spur. Question of Law	Dismissed.
383	Ottawa Electric Ry. and City of Ottawa <i>vs.</i> Canada Atlantic Ry., <i>re</i> Bank St. Subway, Ottawa. Question of Law	Dismissed.
1621	Toronto Ry. Co., against Order 7813, July 3rd, 1909, <i>re</i> high level bridge over Don Improvement and tracks of G.T.R. and C.P.R., Toronto. Question of Jurisdiction	Dismissed.
589	<i>Re</i> Toronto Union Station, A. R. Williams, expropriation. Question of Jurisdiction	Dismissed.
C. 1680	Essex Terminal Ry. and W.E. & L.S.R. Ry. crossing in Twp. of Sandwich, Ont. Question of Law	Dismissed.
C. 1309	Robinson <i>vs.</i> G.T.R. Two-cent rate. Question of Law	Dismissed.
689	C.P.R. <i>vs.</i> G.T.R. <i>re</i> branch line at London, Ont. Question of Jurisdiction	Dismissed.
1497	T. D. Robinson <i>vs.</i> C.N.R. Spur at Winnipeg. Question of Jurisdiction	Dismissed.
9527	Montreal Street Ry. <i>re</i> rates, Mount Royal Ward. Question of Jurisdiction	Allowed.
C. 1419	Ontario Department of Agriculture <i>vs.</i> G.T.R. <i>re</i> station at Vineland, Ont. Jurisdiction	Dismissed.
C. 3322	<i>Re</i> Toronto Viaduct Appeal of C.P.R. Co. on Question of Law	Dismissed.
C. 4897	<i>Re</i> fencing and cattleguards, Order 7473, Appeal of C.N.R. Co. upon question of Jurisdiction	Allowed.
C. 4492	City of Toronto <i>vs.</i> G.T.R. and C.P.R. Cos. <i>re</i> commutation rates. Question of Law	Withdrawn.
C. 3378	City of Ottawa and County of Carleton <i>re</i> Richmond Road Viaduct. Question of Jurisdiction	Dismissed.
C. 2545	G.T.R. and C.N.O.R., <i>re</i> spur in Twp. of Carboro, Ont. Question of Jurisdiction	Dismissed.
13079	G.T.R. <i>vs.</i> British American Oil Cos., <i>re</i> oil rates. Question of Law	Dismissed.
C. 3269	G.T.P.R. <i>vs.</i> City of Fort William, Ont., <i>re</i> location. Question of Jurisdiction	Dismissed.
1319	N. St. C. & T. Ry. Co. <i>vs.</i> Davy. Question of Jurisdiction	Allowed.
11965	Clover Bar Coal Co. and Wm. Humberstone <i>vs.</i> G.T.P. and the Clover Bar Sand & Gravel Co. Question of Jurisdiction	Dismissed.
15580	Regina Rates Case. Question of Law	Dismissed.
12682	G.T.P.R. <i>vs.</i> A. E. Purcell of Saskatoon, Sask. Question of Jurisdiction	Dismissed.
17963	C.P.R. <i>vs.</i> British American Oil Companies. Question of Jurisdiction	Dismissed.
C. 3269	G.T.R. & C.P.R. <i>vs.</i> Canadian Oil Companies. Question of Jurisdiction	Dismissed.
15530-1	B.C. Elec. Ry., V.V. & E. Ry. <i>vs.</i> City of Vancouver, B.C. Question of Jurisdiction	Dismissed.
20062	E. B. Chambers and W. E. C. Phair <i>vs.</i> C.P.R. Co. Question of Jurisdiction	Allowed.
27095	C.N.R. <i>vs.</i> Wm. A. Taylor. Jurisdiction	Dismissed.
1487	G.T.R. <i>vs.</i> City of Edmonton. Question of Law	Dismissed.
18578	Montreal Tramways and M.P. & I. Ry. <i>vs.</i> Lachine, Jacques Cartier & Maisonneuve Ry. Jurisdiction	Allowed.
19435	City of Hamilton <i>vs.</i> T.H. & B. Ry. Jurisdiction	Allowed.
14329-9	G.T.R. <i>vs.</i> Hepworth Silico Pressed Brick Co. Question of Law	Dismissed.
23009	Toronto Ry. Co. and City of Toronto <i>vs.</i> C.P.R. Co. Question of Law and Jurisdiction	Dismissed.
21428	City of Edmonton <i>vs.</i> E.D. & B.C. Ry. Co. Question of Law	Dismissed.
12021-70	Ingersoll Tel. Co. and others <i>vs.</i> Bell Tel. Co. Question of Law	Dismissed.
9437-153	G.T.R. <i>vs.</i> Bourassa of Laprairie, Que. Question of Law and Jurisdiction	Withdrawn.
C. 3935	G.N.W. Tel. Co. submit for opinion of Court, a question of law involved in matter of General Order No. 162	Abandoned.
16171	Gov't. of Manitoba and J. S. Ashdown Hardware Co. <i>re</i> 15% increase in freight rates. Jurisdiction	Abandoned.
27524	C.P.R. Co. <i>vs.</i> Dep't. of Public Works for Ontario, <i>re</i> crossing in Twp. of Kirkpatrick. Question of Law	Withdrawn.
13622	E. & N. Ry. Co. <i>re</i> right of City of Victoria, B.C. to have access over bridge at Victoria Harbour. Jurisdiction	Abandoned.
27840	Munic. of Burnaby, B.C. <i>vs.</i> B.C. Elec. Ry. Co. <i>re</i> commutation rates. Jurisdiction	Abandoned.
26981	City of Toronto <i>vs.</i> Toronto Terminal Ry. Co. <i>re</i> pressure pipes under Bay, Scott and Yonge Sts., Toronto, Ont. Question of Law	Dismissed.
11118	Applic. of Mr. Wegenast for a stated case in <i>re</i> Brampton commutation rates. Question of Law	Dismissed.
28439	Ottawa Elec. Ry. against Order of the Board disallowing proposed increase in passenger rates. Question of Jurisdiction	Allowed.
28950	Board submits stated case for the opinion of the Court of question of jurisdiction in matter of British Columbia Elec. Ry. Co's application for increased rates	Abandoned.

LIST of cases appealed to the Supreme Court of Canada, from February 1, 1904, to December 31, 1930.—*Concluded*

File No.	Subject	Decision
28140	Appeal of C.P.R. Co. upon question of law arising out of the application of Dep't. of Lands, Forests and Mines, Prov. of Ontario, for an Order directing C.P.R. Co. to provide and construct an overhead crossing at its expense between Lots 6 and 7, Con. 1, Twp. of Eaton, Ont., April 1st, 1922. (Appeal allowed with cost.) (Question answered in the negative.)	Allowed.
30381	V.V. & E. Ry. & Nav. Co. <i>vs.</i> Vancouver Harbour Commissioners and the C.N. Rys. from Order of the Board No. 31647, dated Oct. 15th, 1921. Question of Jurisdiction.....	Dismissed.
31351-1	Appeal of Luscar Collieries, Ltd. on question of jurisdiction from Order of the Board dated May 23rd, 1924, in matter of Luscar Collieries, Ltd. <i>vs.</i> N. S. McDonald and the C.N. Rys.....	Dismissed.
32812-1	Governments of Alberta, Saskatchewan and Manitoba from General Order No. 408, dated Oct. 14th, 1924, <i>re</i> Crows Nest Pass Rates .....	Allowed.
34285	C.N. Ry. against Orders 39348, 39349 and 39542 <i>re</i> through rates via Saint John and Sainte Rosalie Gateways. APPEAL allowed in respect of movements through Saint John and dismissed in respect of movements through Sainte Rosalie.....	Allowed (partly)
24822	Toronto Transportation Commission from Board's Order No. 40120, dated January 3rd, 1928, requiring the Toronto Transportation Commission to contribute towards the cost of reconstructing the bridge over the tracks of the Canadian National Railways at Main Street in the City of Toronto, Ont.....	Dismissed.
4000-3	Montreal Tramways Company against Board's Order No. 42501 as amended by Order No. 42773, dated June 7th, 1929. Question of Jurisdiction....	Dismissed.
16645-73	Canadian National Railways from Board's Order No. 41945 dated 21st Dec., 1928, authorizing the opening for the carriage of traffic, portion of its line from Mile 361.3 at Willingdon to Mile 428.7 at Strathcona, Alta. Law and Jurisdiction.....	Dismissed.
6713-213	British Columbia Electric Railway Company from Board's Order No. 42808, dated June 10th, 1929. Question of Jurisdiction.....	Pending.
34123-74	Gov't. of Alberta from Board's Order 45846, dated Nov. 25th, 1930, <i>re</i> tariffs on grain and flour to Fort William, Westport and Armstrong and to Vancouver. Question of Law.....	Pending.
9437-319-7	The M.L.H. & P. Consolidated and the Bell Tel. Co. of Canada from Board's Order No. 45410 dated Sept. 16th, 1930, in the matter of subway at d'Argenson Street in the City of Montreal, Que. Question of Law..	Pending.
9437-319-13	The M.L.H. & P. Consolidated and the Bell Tel. Co. of Canada from Board's Order No. 45427, dated Sept. 16th, 1930, in the matter of subway on Saint Antoine Street in the City of Montreal, Que. Question of Law..	Pending.

## SUMMARY

Dismissed.....	34
Allowed.....	11
Abandoned.....	5
Withdrawn.....	3
Pending.....	4
Total.....	57

## LIST of appeals to the Governor in Council, February 1, 1904, to December 31, 1930.

File No.	Subject	Decision
389	Bay of Quinte Ry. Crossing C.P.R. at Tweed, Ont.....	Allowed.
1455	James Bay Ry. <i>vs.</i> G.T.R. Crossing near Beaverton, Ont.....	Dismissed.
1781	G.T.R. <i>vs.</i> City of Chatham, Ont. Street crossings.....	Dismissed.
12992	Maniwaki Branch, C.P.R. Train service from Ottawa.....	Referred back.
2030	<i>Re</i> Tariffs of certain Yukon Railways.....	Dismissed.
17716	C.P.R.—Longue Pointe Spur through Town of Maisonneuve, Que.....	Dismissed.
18787	South Hazelton Townsite <i>vs.</i> G.T.P.R. Co.....	Referred back.
3452-30	J. Y. Rochester, <i>re</i> Cameron Bay, <i>vs.</i> G.T.P.R. Co.....	Dismissed.
12912	Park Ave. Subway, Town of Saint Louis, Que. <i>vs.</i> C.P.R. Co.....	Dismissed.
17040	Lambton to Weston Spur and C.P.R.....	Abandoned.
C. 3322	Toronto Viaduct Case.....	Dismissed.



LIST of appeals to the Governor in Council, February 1, 1904, to December 31,  
1930.—*Concluded*

File No.	Subject	Decision
12021-70	City of Toronto <i>re</i> North Toronto Grade Separation.....	Dismissed.
16177	C.P.R. Co. <i>vs.</i> Mountain Lumber Manufacturers' Ass'n. <i>re</i> lumber rates....	Withdrawn.
19024	Charles Miller of Toronto <i>vs.</i> G.T.P.R. Co. <i>re</i> station at Prince George, B.C..	Dismissed.
17716-10	C.P.R. Co. <i>vs.</i> Town of Maisonneuve, Que. Highway Crossings.....	Dismissed.
22681-23	City of Montreal, Que. <i>vs.</i> C.N.R. Co. siding across Stadacona and Marlboro Streets, Montreal.....	Abandoned.
21418	City of Prince George, B.C. <i>re</i> location of G.T.P.R. station between Oak and Ash Streets.....	Dismissed.
21660	C.N.O.R. Co. <i>vs.</i> Twp. of Loughboro, Ont.....	Dismissed.
26169	C.P.R. & C.N.R. Cos. <i>re</i> interswitching at Eastern Public Cattle Market, Montreal, Que.....	Abandoned.
17040	C.P.R. Co. <i>re</i> Lambton to Weston Spur. (2nd Appeal)	Referred back.
27693	City of Hamilton <i>vs.</i> G.T.R. Co. <i>re</i> passenger service on Northern & N.W. Beh. between Hamilton and Burlington Beach and Town of Burlington, Ont.....	Abandoned.
27840	Winnipeg Board of Trade <i>re</i> 15% increase in freight rates.....	Dismissed.
28439-3	Town of Saint Lambert, Que. <i>re</i> increase in rates on the M. & S.C. Ry.....	Dismissed.
28230	City of Hamilton, Ont. <i>re</i> Kinnear Yard.....	Referred back.
29040-2	National Dairy Council of Canada on behalf of Ice Cream Manufacturers <i>re</i> classification of ice cream.....	Referred back.
C. 955	Proprietors' League of Montreal, <i>re</i> increase in Bell Telephone rates.....	Dismissed.
30434	City of Windsor, Ont. for an Order rescinding Order of the Board No. 30028, authorizing C.P.R. Co. to construct tracks of proposed freight shed at grade across unopened portion of Caron Ave., Windsor, Ont.....	Dismissed.
20996	City of Toronto, Ont. against General Order No. 308, authorizing a general increase in freight rates.....	Referred back.
C. 955	City of Toronto, Ont. against Judgment of the Board dated April 18th, 1921, providing for increase in Bell Telephone rates.....	Referred back.
23092-2	C.N.Q. Ry. Co. against Order of the Board No. 31312, <i>re</i> crossing Pointe aux Trembles Ry. at Point aux Trembles, Que.....	Referred back.
30380	Appeal of the Corp. of City of Toronto, Ont. against Board's ruling (General Order No. 327) with respect to express rates.....	Dismissed.
30380-13	National Dairy Council of Canada from the decision of the Board and for an Order for the cancellation of the 20% increase in cream rates which was allowed temporarily to express companies in their application of July, 1920.....	Referred back.
17112-27	Applic. of the Dominion Millers Assn. from Judgment of the Board dated March 6th, 1922, in matter of flour arbitraries over wheat for export....	Dismissed.
29040-2	National Dairy Council of Canada on behalf of Canadian Ice Cream Manufacturers from Board's Order No. 28883, <i>re</i> express classification of ice cream.....	Dismissed.
30686-2	Provinces of Alberta and British Columbia from Board's Order dated June 30th, 1922, (General Order No. 366) in the matter of railway tolls..	Referred back.
30380-13	National Dairy Council of Canada against ruling of the Board of Nov. 21st, 1922, <i>re</i> 20% increase in cream rates.....	Allowed.
3025-16	N. St. C. & T. Ry. Co. against Order of the Board No. 33190, dated Dec. 1st, 1922, <i>re</i> relocation of its line on Oak and Merritt Streets, Merriton, Ont.....	Withdrawn.
32812-1	Governments of Alberta, Saskatchewan and Manitoba from Board's Order No. 400, dated Oct. 14th, 1924, <i>re</i> Crowsnest Pass rates. Allowed until decision of Supreme Court. P.C. 2220 and P.C. 886.....	Allowed.
9754-22	Canadian Shippers' Traffic Bureau against Order of the Board No. 36646, dated July 27th, 1925, in matter of a claim against the G.T.R. Co. for refund of alleged freight overcharges.—P.C. 711.....	Dismissed.
30686-2	Appeal of the Governments of British Columbia, Alberta and Saskatchewan <i>re</i> rates on grain and flour moving to the Pacific Coast for export.....	Referred back.
34123	United Farmers of B.C., Fraser Valley District Council, in the matter of Gen. Order No. 448, dated 26th Aug., 1927, and the freight rates on grain and flour and grain products moving over the Canadian Pacific and Canadian National Railways.....	Pending.

## SUMMARY

Dismissed.....	20
Referred back.....	11
Abandoned.....	4
Withdrawn.....	2
Allowed.....	3
Pending.....	1
Total.....	41

## APPENDIX "F"

LIST OF GENERAL ORDERS AND CIRCULARS OF THE BOARD FOR  
THE YEAR ENDING DECEMBER 31, 1930

## GENERAL ORDER No. 483

*In the matter of the protection of crossings at grade level.*

File No. 27270.3.

WEDNESDAY, the 5th day of March, A.D. 1930.

S. J. McLEAN, *Asst. Chief Commissioner.*THOMAS VIEN, K.C., *Deputy Chief Commissioner.*Hon. T. C. NORRIS, *Commissioner.*J. A. STONEMAN, *Commissioner.*

Whereas, it appears that, after a train has passed a crossing protected by automatic signals or automatic gates, stops before it reaches the end of the circuit, and makes a back up movement over the crossing, it is impracticable to protect the movement by such automatic signals or automatic gates; and upon the report and recommendation of its Chief Engineer,—

*The Board Orders:* That the following regulations be adopted by railway companies subject to its jurisdiction in the operation of grade crossings protected by automatic signals or automatic gates, namely:—

“When a train or engine passes over any crossing protected by automatic signals or automatic gates and does not go beyond the end of the circuit (in most cases located approximately 2,000 feet from the crossing), before making a reverse movement over the same crossing, it will be necessary for trainmen to flag the crossing.”

S. J. McLEAN,  
*Assistant Chief Commissioner.*

## GENERAL ORDER No. 484

*In the matter of flagging equipment to be used to regulate movement of vehicular traffic over railways at highway crossings at which trainmen are required to protect during the time trains are uncoupled at such crossings.*

File No. 14502.3.

MONDAY, the 7th day of April, A.D. 1930

S. J. McLEAN, *Asst. Chief Commissioner.*THOMAS VIEN, K.C., *Deputy Chief Commissioner.*Hon. T. C. NORRIS, *Commissioner.*

Upon reading and considering the submissions filed, and for the purpose of making the practice uniform,—

*The Board Orders:* That all railway companies subject to its jurisdiction adopt and use a hand signal by day and a signal by clear (white light) lantern at night to protect the movements of vehicles over railways at highway crossings at which trainmen are required to protect during the time trains are uncoupled at such crossings.

S. J. McLEAN,  
*Assistant Chief Commissioner.*

## GENERAL ORDER No. 485

*In the matter of the General Order of the Board No. 483, dated March 5, 1930, prescribing a regulation to be adopted by railway companies subject to the jurisdiction of the Board in the operation of grade crossings protected by automatic signals or automatic gates, after a train has passed a crossing and makes a back-up movement over the crossing.*

File No. 25434.5.

FRIDAY, the 30th day of May, A.D. 1930.

Hon. H. A. McKEOWN, K.C., *Chief Commissioner.*

S. J. McLEAN, *Asst. Chief Commissioner.*

THOMAS VIEN, K.C., *Deputy Chief Commissioner.*

C. LAWRENCE, *Commissioner.*

Hon. T. C. NORRIS, *Commissioner.*

J. A. STONEMAN, *Commissioner.*

Whereas the railway companies, by the Board's Circular No. 228, dated April 3, 1930, were asked to show cause why, in order to remove any doubt or ambiguity as to where the end of the circuit comes, arrangements should not be made to establish a definite mark, for example, a small finger-board with the words, "end of block" or "end of circuit;"

And upon reading the submissions filed on behalf of the Railway Association of Canada, the Essex Terminal Railway Company, the Algoma Central and Hudson Bay Railway Company, Rutland Railroad Company, Canadian National Electric Railways, the Grand River Railway Company, New York Central Railroad Company, and the Great Northern Railway Company; and upon the report and recommendation of the Chief Operating Officer of the Board,—

*It is Ordered:* That the said General Order No. 483, dated March 5, 1930, be, and it is hereby, amended by adding at the end thereof the words "the end of the circuit at such crossings to be marked by a small finger-board with the words 'end of block' or 'end of circuit.'"

H. A. McKEOWN,

*Chief Commissioner.*

## GENERAL ORDER No. 486

*In the matter of the General Order of the Board No. 102, dated February 17, 1913, prescribing the "Regulations With Respect to Railway Safety Appliance Standards" for use on railways subject to the jurisdiction of the Board.*

File No. 22223.5.

MONDAY, the 7th day of July, A.D. 1930.

THOMAS VIEN, K.C., *Deputy Chief Commissioner.*

C. LAWRENCE, *Commissioner.*

Upon reading the submissions filed on behalf of the Canadian National Railways, and the report and recommendation of the Chief Operating Officer of the Board,—

*It is Ordered:* That the "Regulations With Respect to Railway Safety Appliance Standards," approved under the said General Order No. 102, dated February 17, 1913, be, and they are hereby, amended by adding thereto, under the heading, "Tenders of Vanderbilt Type," the following provision, namely:—

"On tenders of the Vanderbilt type, with three filling-holes, there shall be a handrail four inches above the level of the top running-board not less than one inch in diameter, extending from the present hand-rail, which extends from the coal space to within twenty inches of the first filling-hole, to the rear end of the tender at each side of the top running-board."

THOMAS VIEN,  
*Deputy Chief Commissioner.*

#### GENERAL ORDER No. 487

*In the matter of the application of Building Products, Limited, of Montreal, Province of Quebec, for permission to supply Solid Fiberboard boxes for shipping freight over railways in Canada under Shipping Container Specifications numbers 23A, 23B, 23C, 23D, and 23E of Interstate Commerce Commission Regulations for the transportation by rail of explosives and other dangerous articles by freight.*

File No. 1717.38.2.

MONDAY, the 22nd day of September, A.D. 1930.

S. J. McLEAN, *Asst. Chief Commissioner.*

C. LAWRENCE, *Commissioner.*

J. A. STONEMAN, *Commissioner.*

Upon its appearing that a revision of the rules for the transportation by freight of explosives and other dangerous articles over railways in Canada is now in progress, and the railways having stated that they have no objection to the immediate use of the said containers, pending the publication and approval by the Board of such rules,—

*It is Ordered:* That, effective October 1, 1930, solid fiberboard boxes, complying with Container Specifications 23A, 23B, 23C, 23D, and 23E, published in Agent B. W. Dunn's Tariff No. 2 on file with the Board under C.R.C. No. 2, may be used for shipping freight over railways in Canada subject to the Board's jurisdiction.

S. J. McLEAN,  
*Assistant Chief Commissioner.*

#### GENERAL ORDER No. 488

*In the matter of the application of the Canadian National Railways and the Canadian Government Railways, under Section 348 of the Railway Act, for approval of a standard form, being a release to be signed by persons who, for special reasons, desire to travel in cars which are not intended to carry passengers.*

File No. 1115.20.

THURSDAY, the 2nd day of October, A.D. 1930.

S. J. McLEAN, *Asst. Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

Upon reading what is filed in support of the application, and the report and recommendation of the Assistant Chief Traffic Officer of the Board,—

*It is Ordered:*

1. That Order No. 45469, dated September 24, 1930, made herein, be, and it is hereby, rescinded.



2. That the following form of release of liability in respect of travelling on non-passenger cars, for use by the railway companies, be, and it is hereby, approved and made applicable to all railway companies within the legislative authority of the Parliament of Canada and subject to the jurisdiction of the Board, namely:—

“.....*Railway Company.*

“RELEASE OF LIABILITY IN RESPECT OF TRAVELLING IN NON-PASSENGER CARS

“In consideration of the..... Railway Company permitting me, at my request, to travel between..... and ....., or for part of this distance, in a car not intended to carry passengers, which I am not entitled by law to do, I do hereby release and discharge the said company of and from all claims and demands of whatsoever nature which I may now or at any time hereafter have or could maintain by reason or on account of any loss, damage, or injury, to person or property which I may sustain or suffer in getting to or from, or on or off, any such car, or while travelling in any such car, or in any manner in connection with or as a consequence of the journey so made, whether any such loss, damage, or injury be caused by negligence or otherwise.

“Dated at ..... this ..... day of ..... A.D. 19...

Witness:

.....  
.....”

S. J. McLEAN,  
*Assistant Chief Commissioner.*

GENERAL ORDER No. 489

*In the matter of the application of Building Products, Limited, of Montreal, Province of Quebec, for permission to supply Solid Fiberboard boxes for shipping freight over railways in Canada under Shipping Container Specifications numbers 23A, 23B, 23C, 23D, and 23E, of Interstate Commerce Commission Regulations for the transportation by rail of explosives and other dangerous articles by freight.*

File No. 1717.38.2

TUESDAY, the 14th day of October, A.D. 1930.

S. J. McLEAN, *Asst. Chief Commissioner.*

THOMAS VIEN, K.C., *Deputy Chief Commissioner.*

Upon its appearing that a revision of the rules of the transportation by freight of explosives and other dangerous articles over railways in Canada is now in progress, and the railways having stated that they have no objection to the immediate use of the said containers, pending the publication and approval by the Board of such rules —

*It is ordered:* That, effective October 1, 1930, solid fiberboard boxes, complying with Container Specifications 23A, 23B, 23C, 23D, and 23E, published in Agent B. W. Dunn's Tariff No. 2, on file with the Board under C.R.C. No. 2

may be used for shipping classes of freight permitted by the said tariff to be shipped in such containers over railways in Canada subject to the Board's jurisdiction.

2. That General Order No. 487, dated September 22, 1930, made herein, be rescinded.

S. J. McLEAN,  
*Assistant Chief Commissioner.*

---

CIRCULAR No. 225

November 12, 1929.

*Application for authorization to establish sidings with less than standard clearances*

File No. 1750.18

Railway companies subject to the jurisdiction of the Board are requested to show cause why the standard clearances ordered by the general orders of the Board should not be more strictly adhered to, why such railway companies should not be called upon in every application for less than standard clearances to give fuller particulars in connection with the reason why such standard clearance should be reduced, and to show cause why, when such application is made, it should not stand until an inspection has been made by an official of the Board.

By order of the Board,  
A. D. CARTWRIGHT,  
*Secretary.*

---

CIRCULAR No. 226

January 23, 1930.

*Supplement to Rules and Regulations of the Board governing the filing of applications and complaints*

File No. 429

*In re* TARIFF AUTHORITY TO BE GIVEN FOR RATES, FARES, CHARGES, OR REGULATIONS, QUOTED IN COMPLAINTS OR APPLICATIONS FILED WITH THE BOARD

In numerous applications and complaints filed with the Board, rates, fares, charges, etc., are quoted without any reference being given to the tariff in which such rates, fares, etc., are published, and with the vast number of tariffs on file with the Board, it is extremely difficult in some instances for the Traffic Department to locate the tariff schedule containing the rates, fares, etc., named, although, undoubtedly, the applicant or complainant had the tariff schedule, or schedules, before it when extracting the rates, fares, etc., quoted.

RULING

The Board, in virtue of the provisions of the Railway Act, hereby supplements its rules and regulations governing the filing of applications and complaints as follows:—

In all applications or complaints filed with the Board, and answers of respondents, also all exhibits filed in connection therewith, all rates, fares, charges, regulations or practices complained of, or quoted therein, must give specific reference, by appropriate C.R.C. number, to the tariff authority therefor.

By order of the Board,  
A. D. CARTWRIGHT,  
*Secretary.*

## CIRCULAR No. 227

January 31, 1930.

File No. 8654

The attention of your company is called to subsection 2 of section 55 of the Railway Act, which reads as follows:—

“(2) There shall be kept in the office of the Secretary of the Board a book, to be called the agents' book, in which every railway, telegraph, telephone, and express company to which this Act in whole or in part applies shall enter its name and the place of its head office and the name of an agent at Ottawa and his place of business or some other proper place within Ottawa where he may be served for such company. R.S., c. 37, s. 41; 1908, c. 62, s. 10; 1911, c. 22, s. 3. Am.”

An agents' book has been provided to the Board requesting that your company comply as speedily as possible with the requirements of the above subsection.

Yours truly,

A. D. CARTWRIGHT,

Secretary.

## CIRCULAR No. 228

April 3, 1930.

*In re protection of level crossings on back-up movements*

File No. 25434.5

I am directed by the Board to refer you to its General Order No. 483, dated March 5, 1930, and to ask the railway companies subject to the Board's jurisdiction to show cause why, in order to remove any doubt or ambiguity as to where the end of the circuit comes, arrangements should not be made to establish a definite mark. For example, a small finger-board with the words “end of block” or “end of circuit.”

By order of the Board,

A. D. CARTWRIGHT,

Secretary.

## CIRCULAR No. 229

June 11, 1930.

*Re General Order No. 361, Reporting of Accidents*

File No. 45

The Operating Department calls attention to a practice which is developing under General Order No. 361 where standing trains or standing equipment is concerned, the railway companies taking the position that the general order requires accidents where train or equipment is actually in motion only to be reported; the department contending many of the occurrences are the result of transportation, although at the moment the train or engine is at rest; and that faulty equipment may be the cause of the occurrence.

Railway companies are required to show cause why reports of accidents to employees, passengers or others, occurring while the train or equipment is at rest, as described above, should not be reported, so that all matters in connection therewith can be given the benefit of investigation.

By order of the Board,

A. D. CARTWRIGHT,

Secretary.

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DOMINION OF CANADA

TWENTY-SEVENTH REPORT

OF THE

BOARD OF  
RAILWAY COMMISSIONERS  
FOR CANADA

FOR THE YEAR ENDING DECEMBER 31

1931



OTTAWA

F. A. ACLAND

PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1932

Price, 25 cents





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1932

## THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA, 1931

---

Hon. C. P. FULLERTON, K.C., *Chief Commissioner.*

S. J. McLEAN, M.A., LL.B., Ph.D., *Assistant Chief Commissioner.*

F. A. LABELLE, *Deputy Chief Commissioner.*

Hon. T. C. NORRIS, *Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

A. D. CARTWRIGHT,  
*Secretary.*

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# REPORT OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA

*To the Governor in Council:*

Pursuant to the provisions of section 31 of the Railway Act, 1919, the Board of Railway Commissioners for Canada has the honour to submit its Twenty-seventh Report for the year ending December 31, 1931.

## PUBLIC SITTINGS OF THE BOARD

During the year covered by the period from January 1, 1931, to December 31, 1931, the Board held 51 public sittings at which 227 applications were heard. The number of public sittings held in the various provinces were as follows:—

Provinces	Number
Ontario.....	27
Quebec.....	4
Manitoba.....	2
Saskatchewan.....	4
Alberta.....	3
British Columbia.....	2
Nova Scotia.....	5
New Brunswick.....	4
Prince Edward Island.....	0
Total.....	51

The applications include a great variety of matters falling within the jurisdiction of the Board under the Railway Act, varying from a complaint of a private individual to weightier matters of general public interest affecting the community as a whole.

## FORMAL AND INFORMAL MATTERS

The number of informal matters dealt with by the Board, as distinguished from matters heard at public sittings, constitute a considerable percentage of the total applications and complaints dealt with by it; that is to say, of a total of 3,482 applications and complaints received and dealt with by the Board, 93½ per cent were disposed of without the necessity of such formal hearing. These informal complaints, dealt with and settled without the necessity of hearing, entail in many instances a considerable amount of inquiry and consideration on the part of the Board's officials, and cover a wide range of subjects, as, for example, a complaint of a more or less trivial nature to a matter of general public interest affecting the community as a whole, or involving the application of some general principle, regarding the railway rates.

## RAILWAY GRADE CROSSING FUND

In accordance with the provisions of subsection (5) of section 262 of the Railway Act, 1909, provision was made that the sum of \$200,000 each year, for ten consecutive years from the first day of April, 1909, be appropriated and set apart from the consolidated revenue fund for the purpose of aiding actual construction work for the protection, safety and convenience of the public in respect of highway crossings of railways at rail level, in existence on the first day of April, 1909, the said sums to be placed to the credit of a special account

to be known as the Railway Grade Crossing Fund, to be applied by the Board, subject to certain limitations set out in the Act, and amending Acts, solely towards the cost (not including that of maintenance and operation) of actual construction work for the purpose specified. In 1919, the same sum was voted for another ten years and again in 1929.

In 1928, the Railway Act was amended by chapter 43, 18-19 George V, and provision was made that in the case of any one crossing the total amount of money to be applied by the Board out of the Railway Grade Crossing Fund, in providing protection, safety and convenience for the public, shall be 40 per cent of the cost of the actual construction work, and in no case shall the contribution exceed \$100,000.

Provision is also made that in case any province contributes towards the Railway Grade Crossing Fund, the Board may apportion, direct and order payment out of the amount so contributed by such province for the purpose of said fund, subject to any conditions and restrictions made and imposed by such province in respect of its contribution.

From the 1st day of April, 1909, to the 31st day of December, 1931, the Board has ordered contributions from the Railway Grade Crossing Fund towards the protection of 1,393 crossings, as follows:—

By automatic interlocking plants (street railway protection).....	14
Closing crossings.....	174
Crossings eliminated.....	95
Diversions and overhead bridge.....	7
Diversion and subway.....	4
Diversion to subway.....	4
Electric bell.....	203
Electric bell and flashlight.....	2
Electric bell and wigwag.....	423
Electric bell and wigwag and removing obstructions to view.....	7
Easing curve on approach to bridge.....	1
Gates.....	125
Gates—automatic.....	3
Gates—electric.....	1
Gates and half interlocker.....	1
Grade reduction on crossing approaches.....	6
Footbridge.....	1
Lengthening ringing circuit of bells.....	2
Lightning flash signals.....	50
Overhead bridges.....	53
Removing obstructions to view.....	89
Removing obstructions to view and reducing grade.....	6
Shelter (watchman's).....	1
Subways.....	110
Tower (watchman's).....	3
Tunnel.....	1
Wigwags.....	7

There were 221 highway diversions constructed which made it possible to close 174 crossings, and eliminate traffic from 95 crossings.

During the year 1930, protection was provided at 194 crossings, as follows:—

By closing crossings.....	19
Crossings eliminated.....	11
Diversion and overhead bridge.....	2
Diversion and subway.....	1
Electric bell and wigwag.....	51
Removing obstructions to view.....	6
Subways.....	3
Electric bell gates.....	1

There were 19 highway diversions constructed during the year 1930, which made it possible to close 19 crossings and eliminate traffic from 11 crossings.

During the year, \$1,017,739.38 was spent out of the Railway Grade Crossing Fund.

## GENERAL ORDERS

The following is a brief summary of some of the matters dealt with under the Board's General Orders during the year ending December 31, 1931:—

General Order No. 490, dated February 20, 1931, directing that the "Rules For Wires Erected Along or Across Railways" adopted by the said General Order No. 231, dated May 6, 1918, as amended by General Order No. 291, dated April 7, 1920, be, and they are hereby, further amended by striking out paragraph 2 of "Part I, Overcrossings," and substituting in lieu thereof the following, namely:—

"2. The applicant shall at all times wholly indemnify the company owning, operating, or using the railway from and against all loss, damage, injury, and expense to which the railway company may be put by reason of any damage or injury to persons or property caused by any of the said applicant's wires or cables, or any works herein provided for by the terms and provisions of this order, as well as against any damage or injury resulting from the imprudence, neglect or want of skill of the employees or agents of the applicant, unless the cause of such loss, cost, damage, injury, or expense can be traced elsewhere."

Also directing that the said "Rules for Wires Erected Along or Across Railways," be further amended by adding after paragraph 9 of the said Order "Part I, Overcrossings," the following paragraphs, namely:—

"10. The applicant shall, as soon as possible, and immediately after its head office has received information of the occurrence upon railway lands along or across which its wires are constructed and maintained, of any accident attended with personal injury to any person using the railway, or to any employee of the railway company, or which causes loss or damage to the railway company, give notice thereof by telegraph, with full particulars, to the Board.

"11. Nothing herein shall deprive the railway company, or the applicant, of any remedy or right of action either would otherwise have against the other, for loss or damage resulting from the construction or the maintenance of the said wires, cables, or other works covered by the order."

General Order No. 491, dated March 9, 1931, directing that Regulations of the Board Governing Baggage Car Traffic be amended by striking out rule 12 as amended by the Board's General Order No. 444, and substituting in lieu thereof Rule 12(a) as set forth in said order.

General Order No. 492, dated April 15, 1931, directing that, effective April 15, 1931, steel cylinders complying with Container Specifications 3A, 3B, 3C, 3D, 3E, 4, 4A, 4B, and 4C, published in Agent B. W. Dunn's Tariff C.R.C. No. 2, on file with the Board under file No. 1717.38.3, but marked with markings in which the letters "CRC" are substituted for the letters "IOC" as shown in the specifications, be, and they are hereby, authorized for use for shipping classes of freight permitted by the said tariff to be shipped in such containers over railways in Canada subject to the jurisdiction of the Board.

General Order No. 493, dated May 27, 1931, directing that General Order No. 485, dated May 30, 1930, be rescinded, and that General Order No. 483, dated March 5, 1930, be amended by striking out the last clause thereof and substituting therefor the following, namely:—

"When a train or engine passes over any highway crossing protected by automatic signals or automatic gates, it will be necessary before making a reverse movement over the crossing for a member of the train crew to protect the same."

General Order No. 494, dated October 27, 1931, directing that the Chairman of the Express Traffic Association be permitted to file on one day's notice a tariff providing for the collection of a surcharge of sixty per cent of the rate of exchange on express shipments between Canada and the United States upon certain conditions as set out in the said order.



## GENERAL DECISIONS AND RULINGS OF THE BOARD

Submitted herewith, epitomized, are some of the more important matters dealt with by the Board at its public sittings for the year ending December 31, 1931.

## CANADIAN NATIONAL RAILWAYS V. GEBRO COAL CO., LIMITED

*Spur Track—Railway Act, Section 185—Order No. 42530—Maintenance*

Upon application of the Canadian National Railways the Board ordered that, pending full repayment by the railway company to the industry of the cost of construction of the spur, which the railway company had been directed to build by Order of the Board No. 42530, dated April 29, 1929 (See 35 C.R.C. 414), the cost of maintenance of the spur be borne by the Gebro Coal Company on the basis of the specifications approved by the Board for its construction.

(*Bienfait Commercial Co. v. C.P.R.*, 23 C.R.C. 62, followed.)

The facts are fully set out in the judgment of the Deputy Chief Commissioner, dated January 2, 1931, concurred in by Commissioners Norris and Stone-man. C.R.C., Vol. XXXVII, p. 330.

## DENISON TILE CO., LTD., V. CANADIAN FREIGHT ASSOCIATION

*Tolls—Drain Tile—Building Tile—Commodity Rates—Mixed Carloads—Competition—Reasonableness—United States—Criteria—Dismissal*

The Board dismissed the application of the Denison Tile Co., Limited, which requested that, when specific commodity rates, lower than the commodity mileage scale, were published on hollow building tile from Tilbury, Fletcher and Belle River, Ont. (points at which its plants were located), such rates should also apply on drain tile in straight carloads as well as on mixed carloads of drain tile and hollow building tile.

The Board held:—

1. The establishment of rates to meet various competitive conditions is clearly in the discretion of the railway companies, subject to the provisions of the Railway Act regarding discrimination, and they are not compelled to put in or maintain rates to meet such competition.

2. That the applicant submitted no evidence to show that the rates in effect were unreasonable for the service performed by the carriers or when compared with the rates on other kindred articles.

3. That as the mixed carload rule is a concession permitting the application of a carload rating on different articles forwarded in less than carload quantities in the same car, it would be discriminatory to authorize a lower rate on a less than carload quantity of an article included in a mixed carload with other articles than applies when the same article is shipped by itself in full carload quantities.

4. Comparison of rates between points of origin and destination in the United States furnishes no evidence of the unreasonableness of rates in Canada, without information as to the circumstances and conditions surrounding the establishment of particular rates.

(Proposed Freight Classification No. 17, 15 B.R.C. 210; Consumers Glass Co. v. Can. Freight Ass'n, 34 C.R.C. 56; Riley v. Dominion Express Co., 17 C.R.C. 112; *in re* Telegraph Tolls, 20 C.R.C. 6; United Clay Products Corporation v. Abilene & Southern Ry. Co., 168 I.C.C. 23, referred to and followed.)

The facts are fully set out in the judgment of the Chief Commissioner, dated January 2, 1931, concurred in by Mr. Commissioner Norris. C.R.C., Vol. XXXVII, p. 344.

## TRANSPORTATION COMMISSION OF MARITIME BOARD OF TRADE V. CANADIAN NATIONAL RAILWAYS

(Twenty per cent Reduction Case)

*Maritime Freight Rates Act, 17 George V, Chapter 44—Reduction in Tolls—Application—Local Rates—Proportion of Through Rates—Ruling*

Application was made by the Transportation Commission of the Maritime Board of Trade for an order of the Board directing the Canadian National Railways to publish a tariff or tariffs of through rates from the territory designated as "Eastern Lines" in section 2 of the Maritime Freight Rates Act, 1927, 17 George V, chapter 44, to stations west of Diamond Junction or Levis, P.Q., accurately conforming with the Act. Applicants contended that the Act defined the Eastern proportion of the through rate as being the local rate in effect from point of shipment on Eastern Lines to Levis or Diamond Junction previous to July 1, 1927, and that the 20 per cent reduction should have been applied upon such local rates.

The Board, dismissing the application, held:—

1. That the tariffs as filed by the Canadian National Railways conformed with the provisions of the Maritime Freight Rates Act and with previous rulings of the Board;

2. That in calculating the 20 per cent reduction provided by the Act, with respect to traffic moving outward, westbound, all rail, from points on "Eastern Lines" to points in Canada beyond the limit of "Eastern Lines," the proper method of calculation is, that the distance from point of origin to point of destination should be compared with the distance from point of origin to Diamond Junction and the through rate proportionately divided on the basis of these two distances, and from the whole rate of 20 per cent reduction to be made on the proportion attributable to the haul from the point of origin to Diamond Junction.

Review of previous rulings as to application of 20 per cent reduction and rate structure on "Eastern Lines."

The facts are fully set out in the judgment of the Chief Commissioner, dated January 5, 1931, concurred in by Mr. Commissioner Norris. C.R.C., Vol. XXXVII, p. 354.

## TOWNSHIP OF YORK V. CANADIAN NATIONAL AND CANADIAN PACIFIC RAILWAY COMPANIES

(Eglinton avenue Crossing)

*Highway crossed by Railway—Grade Separation—Subway—Cost—Traffic—Congestion—Danger—Highway improvement—Jurisdiction—Dismissal*

The township of York made application for an order requiring the construction of a subway under the tracks and right of way of the Canadian National and Canadian Pacific railways at the point where the railways cross Eglinton avenue, township of York, an urban community separated from the city of Toronto by municipal boundaries, the cost, estimated by the Township Engineer at \$456,000 (including land damage), to be divided between the Railway Grade Crossing Fund and the railway companies.

The Board, upon consideration of the evidence adduced by the applicant and of statistics of highway and railway traffic supplied by the applicant and railways respectively, dismissed the application upon the following grounds, viz:—

1. That the evidence produced did not establish that there was such congestion of traffic on the highway as to create a source of danger.

2. That the Board is not empowered to direct payments to be made out of the Grade Crossing Fund nor to direct railways to make expenditures in order to make betterments in highways.

3. That the argument that the construction of the subway would afford a new means of communication in an urban group including and surrounding the city of Toronto is a matter of road improvement and is not within the jurisdiction of the Board.

4. That the traffic was local and in a position to understand the danger which attaches to every level crossing, if reasonable care is not exercised.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated January 8, 1931, concurred in by Mr. Commissioner Norris. C.R.C., Vol. XXXVII, p. 313.

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EXPRESS TRAFFIC ASSOCIATION V. MONTREAL AND TORONTO BOARDS OF TRADE  
(*Re Express Classification No. 7; Supplement 15*)

*Classification—Express—Fibre Furniture—Signs—Neon*

The Board approved of Supplement "M" to the Express Classification No. 7 filed by the Express Traffic Association of Canada, with the exception of the item on bamboo, cane, fibre and other furniture. Application to increase the rating on this item from first to double first class rating was refused by the Board on the grounds: (1) that under similar conditions in United States this furniture was classified first-class, similar to the rating on wooden furniture; (2) that in weight per cubic foot it was similar to other furniture, and that it was not subject to damage in transit.

Increase in the rating on Neon Tube Lights or Signs from first to one and one-half first-class was allowed by the Board upon the grounds that they require excessive care in handling and are packed in such a manner as to be extremely bulky.

(Express Rates (1922), 83 I.C.C. 606, followed.)

The facts are fully set out in the judgment of the Chief Commissioner, dated January 11, 1931, concurred in by the Deputy Chief Commissioner. C.R.C., Vol. XXXVII, p. 381.

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TRANSPORTATION COMMISSION OF MARITIME BOARD OF TRADE, *et al*, v. CANADIAN NATIONAL RAILWAYS AND CANADIAN PACIFIC RAILWAY COMPANY

*Tolls—Reduction—Grain and Grain Products—Domestic Consumption—Canadian Northwest to Maritime Provinces—General Order No. 366—Interpretation—Dismissal*

General Order of the Board No. 366 implemented the Board's judgment "*In re Freight Tolls 1922*" dated June 30, 1922 (27 C.R.C. 153) and directed the railway companies to bring about reductions in the rates in accordance with such judgment. Applicants contended that the rates as filed by the railway companies were not in accordance with the provisions of this judgment, particularly subsection "C" which provided for the establishment of arbitraries over Montreal on commodities moving from points west of Fort William and Port Arthur; the railway companies in filing tariffs in compliance with the said order interpreted the judgment of the Board as excluding grain and grain products from the operation of the subsection referred to.

The Board upon hearing argument of counsel for the applicants and the railway companies at Ottawa on November 5, 1930, held that, having regard to the whole judgment of the Board dated June 30, 1922, the railway companies had not failed to comply with Order No. 366 and dismissed the application.



The facts are fully set out in the judgment of Mr. Commissioner Norris, dated January 16, 1931. C.R.C. Vol. XXXVII, p. 371.

CONSUMERS GLASS CO. LIMITED V. CANADIAN FREIGHT ASSOCIATION

*Carriers IV C — Tolls — Glassware — Commodity rates — Comparison — United States rates — Unjust discrimination*

The Board refused the application of the Consumers Glass Company made in 1927 for an adjustment in rates to enable applicant to compete with bottles and jars imported from the United States and other countries upon the grounds that it was not shown that the rates were unreasonable *per se*, that mere comparisons of distances not conclusive as to the reasonableness of rates, that the criteria of the reasonableness of Canadian rates are to be found within Canada, that rates charged by one line not conclusive measure of a reasonable rate to charge on another railway, and that unjust discrimination prohibited by the Railway Act had not been established as there were factors aside from the freight rate which influenced the marketing of these articles. (34 C.R.C. 56).

The present application made in February, 1929, while similar in many respects to the previous application was broader in scope, applying for a reduction in rates from Montreal to all points in Canada and involving comparison with the commodity rates on newsprint not covered in the first application.

The rates complained of were not attacked as unreasonable *per se*, but on the ground that they unjustly discriminated against applicant and unduly preferred United States and English competitors in shipments from Montreal to various points in Canada. All discrimination not forbidden by the Act. As interpreted by the Board, to violate the provisions of the Act, the discrimination must be undue, unfair, unjust, or unreasonable.

(Toronto & Brampton v. G.T.R. & C.P.R., 11 C.R.C. 370; Cuneo Fruit & Importing Co. v. G.T.R., 18 C.R.C. 414; *Re Western Tolls*, 19 D.L.R. 43, 17 C.R.C. 123, at pp. 148-56).

Mileage comparisons do not afford criteria of discrimination. All material facts must be considered and given weight to.

(*Re Freight Tolls*, 1922, 12 Board's Judgments and Orders, p. 73; W. B. Plaunt *et al*, *re* rates on pulpwood from points in Canada to Johnsonburg, Pa., 18 Board's Judgments and Orders, at p. 457).

The fact that different articles, e.g. glassware and newsprint paper, which do not in any way compete with each other, have the same carload classification rating, does not of itself create unjust discrimination in rates. Each traffic situation presents points of difference and whether commodity rates shall be created or not depends upon the particular circumstances and conditions in each case.

(Montreal Produce Merchants' Ass'n v. G.T. & C.P.R. Cos., 9 C.R.C. 232; at p. 240; Dominion Millers Ass'n v. Canadian Freight Ass'n, 22 C.R.C. 125, at p. 132; Crushed Stone, Ltd., v. G.T.R., 23 C.R.C. 132, at p. 136; and Approval of Canadian Freight Classification, No. 17, Section XVII, p. 198; Section XVII, p. 215; 15 Board's Judgments and Orders.)

Applicant contended that in charging the Canadian manufacturer of glass bottles and jars higher rates than charged on the same articles from Canadian ports imported from England or European countries constituted undue discrimination against them.

Held, no evidence had been submitted to show that applicant was subjected to any detriment by the import rates prevailing; that an import rate is in no sense a necessary measure of the reasonableness of the domestic rate or proving that unjust discrimination exists.



Rate comparisons based on distance alone or comparison of rates constructed under different circumstances or in different territories do not of themselves establish unjust discrimination.

(Canadian Oil Cos. v. G.T., C.P., & C. Nor. R. Cos., 12 C.R.C. 350; Consumers Glass Co. v. Canadian Freight Ass'n, 34 C.R.C. 56, apld.)

"Mileage is not, of necessity, a controlling factor in rate making" (Complaint of Beachville White Lime Co., 12 Board's Judgments and Orders 92, at p. 94), nor the final criterion of discrimination.

(British Columbia Coast Cities v. C.P.R., 7 C.R.C., at pp. 142-3.)

Where traffic compared moves over two different routes, difference in mileage rates is not accepted as *prima facie* evidence of discriminatory treatment.

(Complaint Sudbury Board of Trade *re* rates on coal from Toronto to Sudbury. Board's File 11479.)

"The ultimate test of discrimination is to be found, not in a difference of rates, but in the question whether as a result of this difference an injury is worked to an individual or locality."

(*Re* Telegraph Tolls, 20 C.R.C. 1, at p. 23; Complaint of Spanish River Pulp & Paper Mills, Ltd., 12 Board's judgments and Orders, 268, at 279.)

The discrepancies in Canadian rate structure as compared with international rate structure well recognized, and the existence of such rate differences does not constitute an unjust discrimination under the Railway Act. The judgment exhaustively reviews the cases on the question of unjust discrimination and the different considerations which enter into rate making.

Held, the allegations of unjust discrimination are not sustained.

Application dismissed.

The facts are fully set out in the judgment of the Board, dated January 30, 1931. C.R.C. vol. XXXVIII, p. 77.

VILLAGE OF GIFFARD, P.Q., v. QUEBEC RAILWAY, LIGHT AND POWER, LIMITED  
*Carriers 11 M—Tolls—Passenger—City limits—Agreement—Reasonableness—Zones*

By agreement with the city of Quebec, a 7-cent fare was established by the Quebec Railway, Light and Power Company within the limits of the city. In connection with its city lines the company operates a tramway to Kent House (Montmorency Falls), a distance from the city limits of 4.3 miles, for which, and to intermediate points, an additional fare of 7 cents is charged. Applicants, located one-half mile east of the city boundary, ask for an extension of the city fare to Giffard; that Giffard be made a special zone and given a special rate within the territory, viz., one mile. The operation at present is divided into two zones, one for all points within the city limits, the other for all points east of the city boundary to Kent House. The cars "Pay-as-you-enter" are operated by one man.

Held, the establishment of several zones would entail additional expense, in the appointment of another man per car, not justified by the traffic.

2. It has not been shown the double fare an unreasonable toll for the additional service in the Applicants' territory.

Application dismissed.

The facts are fully set out in the judgment of the Deputy Chief Commissioner, dated January 31, 1931, concurred in by Commissioners Norris and Stoneman. C.R.C., Vol. XXXVIII, p. 371.

## CANADIAN NATIONAL RAILWAYS V. CANADIAN ELECTRICAL ASS'N.

*Railways 1—Power wires—Railways—Standard conditions—Indemnity—Jurisdiction—Public safety—Railway Act, s. 372*

General Order No. 231, dated May 6, 1918, set out the conditions and specifications under which power or electric wires could be constructed along or across railways within the legislative authority of the Parliament of Canada. Complaints were made by the railway companies that the conditions were not sufficiently protective and referred particularly to the indemnifying clause, which, they pointed out, made no provision for the proper maintenance of the wires by the Power Companies and indemnity against loss in case of the failure of such maintenance, and asked that the condition be amended to so provide. Other amendments were suggested but the main controversy arose over the question of indemnity and the power of the Board to impose conditions affecting liability between the railways and the power companies. The power companies contended that the question of liability was a matter for the courts, the Board, under the Act, determining the protective measures to be adopted at crossings. They further contended that apart from the question of jurisdiction they should not be answerable for any mishap except that which might arise from their own negligence. The railway's position was that they should be fully indemnified for loss arising from overhead wire crossings, however occasioned, except when caused by negligence of their servants or agents.

In framing the conditions the Board held that the safety of the public was the guide to follow rather than the incidence of pecuniary liability to either of the companies concerned. In the opinion of the Board this result can be best assured by placing upon the power companies the obligation to carry their load safely across the right of way unless prevented from doing so by the negligence of the railways.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated February 5, 1931, concurred in by Commissioners Norris and Stone-man. Deputy Chief Commissioner Vien dissented. C.R.C., Vol. XXXVIII, p. 345.

## HOWELL FORWARDING CO. LIMITED V. CANADIAN FREIGHT ASSOCIATION

*Carriers IV C—Rating—Electric Motors—Washing machines—Replacements—Hardware—Classification—Ruling*

The Howell Forwarding Company applied for a ruling as to the rate under the Canadian Freight Classification on electric motors to be used as replacement parts for washing machines shipped in a 5th class mixed carload, consisting of a number of articles including 25 washing machines under the distinctive heading of "Hardware."

The rating on these electric motors was raised by the Canadian Freight Association from 5th to 1st class. It was not suggested that the motors in question were to be used in connection with any of the washing machines contained in the car, but as replacement parts for washing machines. Applicants contended that these motors are parts of a washing machine for sale as such, and not as motors. That consequently they should have been classified 5th class as any other machine parts, and referred to the fact that agricultural implement parts were given the 5th class rate the same as the agricultural implements themselves, in support of this view. Different articles in mixed carloads from points east of Port Arthur, unless classified under distinctive headings, do not, by the rule, take carload rates. Washing machines (the complete article) but not electric motors come under the distinctive heading "Hardware," at carload

rating of 5th class. Agricultural implement parts distinguished. The rule of analogy applies only when articles are not classified. Electric motors are specifically classified.

Held, that electric motors, or other washing machine parts, do not come under the heading of "Hardware" and that the proper rating thereon was the L.C.L. carload rating of 1st class.

The facts are fully set out in the judgment of the Board, dated February 13, 1931. C.R.C., Vol. XXXVIII, p. 336.

EXPRESS TRAFFIC ASSOCIATION V. MONTREAL, TORONTO AND VANCOUVER BOARDS OF  
TRADE *et al*

(*Re* Express Classification No. 7; Supplement "L")

*Classification—Express—Millinery—Millinery Goods—Weight—Rating—  
Competition—Reasonableness—Discrimination*

The Express Traffic Association of Canada applied for approval of proposed Supplement "L" to Express Classification for Canada No. 7.

The approval involved the cancellation of Conditions of Carriage 16, and an increase in rating from 1st class to one and one-half times 1st class on feathers (millinery); flowers, foliage or fruit, artificial; hat or bonnet frames; hats; millinery and millinery goods; and straw goods.

The reasonableness of a classification rating on any given article cannot be determined merely by showing that an increased revenue accrues to the carriers thereby.

A reduced rate to meet competitive conditions authorized by the Railway Act, and comparisons between competitive rates so established and normal rates is no evidence of the reasonableness of normal rates *per se*. Such comparisons are neither controlling nor germane in considering the reasonableness of the classification rating in issue.

Held, that, subject to the adjustment provided for in the footnote to item covering millinery and millinery goods sets out in appendix "A" cancelling the scale of conventional weights covered by Condition of Carriage 16, and providing an increased rating one and one-half times 1st class at actual weight on feathers (millinery); flowers, foliage or fruit, artificial; hat or bonnet frames; hats; millinery and millinery goods; and straw goods, be approved.

The facts are fully set out in the judgment of the Board, dated March 6, 1931.

GUY TOMBS, LIMITED V. NEW YORK CENTRAL AND CANADIAN NATIONAL RAILWAY  
COMPANIES

*Carriers V A Tariffs—Export traffic—From Canadian points via U.S. ports—  
Bonding charges—Domestic rate—Ambiguity—Interpretation*

Applicants applied for a ruling concerning customs bonding charges on carload shipments of newsprint paper from Quebec to New York for export, during the period January 26 to May 3, 1928.

The shipments in question moved from Quebec to New York over the lines of the Canadian National and New York Central under a domestic rate published in Canadian National Tariff C.R.C. E-1196, which provided that "customs and bonding charges are not included in the rates shown herein." By rule 19 in the Canadian National Tariff C.R.C. E-663, publishing export rates in effect at the time the said shipments moved, the domestic "rate" was made to apply as an export "rate" on shipments for export where no specific export



rate is published—during the period January 26 to May 3, 1928, there was no specific published rate on newsprint, in carloads, from Quebec to New York for export. Rule 2 of this tariff provides that “on export traffic” (carloads) the bonding charges will be assumed by the lines interested.

Held, applying the rule that in the case of ambiguity in tariffs, if they can reasonably and properly be read in ease of the shipper they should be so construed (11 Board’s Judgments, p. 477), that with respect to the shipments in question the bonding charges should be assumed by the lines interested.

The facts are fully set out in the judgment of the Board, dated March 11, 1931. C.R.C., Vol. XXXVIII, p. 388.

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PARISH OF SAINT RAYMOND, P.Q. V. CANADIAN NATIONAL RAILWAYS

*Carriers IV D—Station facilities—Inadequate—Relocation—Cost*

Complainants alleged that the station and station facilities at Saint Raymond were obsolete and inadequate; that they no longer met the requirements of the locality and applied for a new station at a more convenient location. The railway submitted a plan for remodelling the present station with improved facilities, which, it was urged, would reasonably meet the requirements of applicants at a considerable saving in cost to the company. The railway agreed to relocate and extend the freight shed as requested by applicants.

Held, upon the evidence, that the present station, when remodelled as proposed, with the relocation and extension of the freight shed, and improved approaches to the cars, freight shed, and station, would sufficiently and satisfactorily meet applicants’ requirements. The saving in cost, under present financial conditions should be given the fullest consideration.

Ordered accordingly.

The facts are fully set out in the judgment of Mr. Commissioner Stone-man, dated March 12, 1931, concurred in by the Assistant Chief Commissioner and Mr. Commissioner Norris. C.R.C., Vol. XXXVIII, p. 368.

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NIPISSING CENTRAL RAILWAY COMPANY V. J. R. BOOTH COMPANY, LIMITED

*Railways 11 B—Trestle—Cost—Contribution—Board’s order—Appeal—Parties —“Interested or Affected by”—Railway Act, s. 39, s. 52 (6)—Question of fact—Question of law—Jurisdiction of Board.*

The J. R. Booth Company, Limited, for the purpose of their lumber operations from Dasserat lake to the Ottawa river through Booth’s creek, district of Temiscamingue, Quebec, built a number of dams, one across Kanasota river at the north end of Dasserat lake, and three at Booth’s creek at the north end of Berthemet lake, causing, it was alleged by the Nipissing Central Railway Company, the banks of the gulley where their railway trestle crosses Booth’s creek to become unstable and the trestle, therefore, unsafe for operation. The railway applied for an Order directing the Booth Company to restore the natural conditions which it had disturbed at the height of the land south of lake Dasserat. The Booth Company admitted the construction of the dams but took the position that they were within their legal rights in doing so, that they had completed their operations and left the district prior to the construction of the railway at Booth’s creek and were, therefore, not interested or affected by any remedial works necessary to stabilize conditions at that point. The Board so held, and Order No. 46459, dated March 20, 1931, refusing the appli-



cation issued. The Nipissing Central applied for leave to appeal from Order No. 46459 on the ground that the question whether a party is "interested or affected by" works ordered by the Board within the meaning of section 39 of the Railway Act involves a question of law, and the Board was without jurisdiction, therefore, to find as a fact that the Booth Company was not interested in or affected by such works, and relied upon the Privy Council decision in *Canadian Pacific Co. v. Toronto Transportation Commission et al.* (1930) 4 D.L.R. 849, at p.855, 37 C.R.C. 203, at p. 212, in support of that contention.

Held, (1) A reading of the whole judgment establishes that the question is one of fact and not of law. (2) The Board decided as a fact, not as a matter of law, that in the circumstances in this case the J.R. Booth Company was not interested in or would not be affected by the works the Nipissing Central Railway sought to have constructed. (3) Under section 52 (6) the court cannot disturb facts expressly found by the Board. (4) The Board neither directed nor permitted any works to be constructed or reconstructed, and section 39, therefore, does not apply. (5) Application for leave to appeal to the Supreme Court of Canada, dismissed.

(*County of Carleton v. City of Ottawa*, 41 S.C.R. 552, 9 C.R.C. 154, *refd. to.*)

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated July 21, 1931, concurred in by Mr. Commissioner Stoneman. C.R.C., Vol. XXXVIII, p. 200.

#### CANADIAN NATIONAL RAILWAYS V. CANADIAN PACIFIC RAILWAY

##### *Railways 11 A—Spurs—Location—Approval—Revised location—Legislative authority—Construction—Seniority*

The Canadian National Railways applied for permission to construct a spur to serve the Rosedale Coal Company between Drumheller and Rosedale, in the province of Alberta, and to cross certain road allowances. The Canadian Pacific Railway objected that, under its charter, the route map approved by the Minister of Railways and the location plans approved by the Board in 1919, as revised in 1920, and still later revised in 1930, it was authorized to build at the point the Canadian National Railways were now seeking authority to construct and that if the application was granted it would mean authority to both roads to do substantially the same thing, to the serious prejudice of the Canadian Pacific Railway. It was pointed out to the Canadian Pacific Railway that although it had possessed the statutory power for many years it had not been exercised, and assuming that the construction of the proposed spur would open up a number of coal mines the suggestion was made that the two companies consider the construction of a joint section. The Canadian Pacific Railway's answer was that it was extending and would continue to extend its line as required to meet the demands of shippers, that having, as it claimed, prior rights the application should be declined. The Canadian National Railway was willing to accept the suggestion for a joint section. Failing that, it asked prompt approval of its application. Under approving orders of the Board the Canadian National Railways had built spurs across the Red Deer river in 1915 and 1917, prior to the date the Canadian Pacific Railway obtained approval of its location in the section in question.

Applying the principle establishing seniority in dealing with railway crossings that construction, not ownership or prior location, gives seniority at the point of crossing—

Held, that the application be granted subject to the provision that when the Canadian Pacific Railway desired to connect up the portions of its line north of Red Deer river it be granted joint rights over the spur authorized.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated March 31, 1931, concurred in by Mr. Commissioner Norris. C.R.C., Vol. XXXVIII, p. 302.

DOMINION TRAFFIC ASSOCIATION, TORONTO, V. CANADIAN NATIONAL RAILWAYS

*Carriers IV A—Tariffs—Class rates—Commodity rates—International traffic—Intermediate points in Canada—Long and short haul clause—Power of attorney to issue tariffs—Concurrence—Legal rate*

Applicants ask for a ruling as to the legal rate on a carload of steel bars shipped from Hamilton, Ont., to Sarnia, Ont., over the Canadian National Railways on December 21, 1929. They claim that under Tariff C.R.C. No. 843 which, it was alleged, showed the railway as originating and terminal carrier, and Supplement 64 to this tariff, the Suspension Bridge to Sarnia 5th class rate of 26½ cents per 100 pounds should have applied, Hamilton being an intermediate point through which the traffic moved; that the 27½ cent rate violated the long and short haul clause of the Railway Act; that the provision in the tariff giving commodity rates precedence over class rates did not apply because of the rule making applicable the class rates in this case and that, therefore, 26½ cents should be declared the legal rate on the movement in question. The railway's position was that Tariff No. 843 had no application as it showed no originating points in Canada; that the long and short haul clause does not and could not apply to rates published from points in the United States to points in Canada; that in the United States a commodity rate, even if higher than a class rate, takes precedence and that rates from United States points are not necessarily applicable from points in Canada to points in Canada.

For tariff-making purposes the Canadian National Railways has four distinct lines and rates are published from points on one to points on the others under the authority of Forms of Concurrence furnished by the latter. Tariff No. 843, under which applicants claimed to be entitled to the 26½ cent rate, publishes local and joint class rates from points in the United States to points in Canada. It does not name any rates from a point in Canada to Canadian destination. It is published and filed by an agent on behalf of the initial participating carriers under power of attorney who is authorized to receive concurrences from other participating carriers. He is also authorized by concurrences, duly filed by intermediate and terminal carriers, to publish rates from stations on such initial participating carriers via and to (but not from) points on such concurring intermediate or terminal carriers. These authorities, contained in the tariff and supplement filed with the Interstate Commerce Commission, show the Grand Trunk Railway system (lines in the United States east of the west bank of the Detroit and St. Clair rivers) as a participating carrier under power of attorney. Suspension Bridge, N.Y., is shown as a station on the Grand Trunk Railway system. Hamilton is on the Canadian National Railway (lines west of Fort William, Ont., Armstrong, Ont., and east thereof). The Canadian National Railways in concurrence forms filed with the Interstate Commerce Commission binds itself to the rates published and filed through the agent under his power of attorney in which it is shown as a participating carrier and in so far as such rates apply via its lines and to but not from points thereon. No rates are named in the tariff, nor does the concurrence form authorize the publication of rates, from points of origin on the Canadian National Railways (lines west of Fort William, Ont., Armstrong, Ont., and east thereof).

Held, the long and short haul provisions in the Railway Act apply only to movements from points in Canada. A rate from a point in the United States to a point in Canada lower than the rate between two intermediate points in Canada does not violate the long and short haul clause. (The reasons for cer-

tain rates from United States points to Canadian points lower than applicable to intermediate Canadian points to the same destination reviewed in Consumers Glass Company Limited for a reduction in rates on glass bottles and jars, in earloads, Montreal, Quebec, to points in Canada, 21 Board's Judgments, Orders, and Rulings, 1 at pp. 13 to 16, and 21 to 23.)

Held further, that the provision in the agent's Tariff C.R.C. No. 843, regarding application of rates from intermediate points is applicable only to intermediate points of origin on the lines of the originating carrier participating therein from whom he has authority under power of attorney to publish tariffs from stations on such lines; that the Canadian National Railways (lines west of Fort William, Ont., Armstrong, Ont., and east thereof) do not participate in said tariff as an originating carrier and consequently the rule relied on by applicants does not apply from Hamilton.

For these reasons, the Board declared that the 6th class rate of 27½ cents shown in the railway's tariff published and filed in accordance with the requirements of the Act and under which the shipment in question moved to be the legal rate.

(Canadian Cannery Ltd., *re* Bituminous Coal, Erieau, Ont., Waterford, Ont., 17 Board's Judgments, Orders, and Rulings, p. 28; Canada Cement Co., Ltd., *re* rate on Gypsum Rock from Caledonia, Ont., 14 Board's Judgments, Orders, and Rulings, p. 291; Sinclair Oil & Gas Co. v. M. & O. R.R., 129 I.C.C., 281; National Refining Co. v. C.C.C. & F.L.R.R., 139 I.C.C. 307, and Cross-Bodine Lumber Co. v. B. & O.R.R., 140 I.C.C. 411, referred to.)

The facts are fully set out in the judgment of the Board, dated April 14, 1931. C.R.C., Vol. XXXVIII, p. 376.

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TORONTO, HAMILTON AND BUFFALO RAILWAY COMPANY V. TOWNSHIP OF GAINSBORO  
*Railways IIA—Station—Removal—New location—Improved highway—Earnings—Approval*

The Toronto, Hamilton and Buffalo Railway Company applied for authority to remove the station building at Vaughan from its present location, mileage 5.17 from Smithville, to mileage 4.34, and for approval of the new location of its station on Silver street, between concessions 3 and 4, in the township of Gainsboro, county of Lincoln, Ontario.

The new location on Silver street to which the company propose to remove the station building at Vaughan is on an improved county highway connecting with the provincial highway system. It would make a much better distribution of the distances between the adjoining stations at Smithville and Port Davidson. A siding capable of holding 25 or 30 cars located on the main highway at Silver street can readily be made available for earload traffic at the proposed new site. Traffic earnings at Vaughan during the years 1929 and 1930 were very light. Preponderance of convenience to shippers and the general public favour, in the Board's view, the Silver Street location. Application granted.

The facts are fully set out in the judgment of Mr. Commissioner Stoneman, dated May 26, 1931, concurred in by the Assistant Chief Commissioner and Mr. Commissioner Norris. C.R.C., Vol. XXXVIII, p. 126.



## MONTREAL V. CANADIAN NATIONAL RAILWAYS

*Railways IIB—Highways crossed by railway—Grade separations—Diversion of streets—Grade crossing—Order of Board—Removal of public utilities—Cost—Contribution—Appeal—Order of Governor in Council.*

The application of the Canadian National Railways for authority to cross certain highways between Longue Pointe and Eastern Junction located in the city of Montreal and the towns of St. Leonard de Port Maurice, Montreal Nord, St. Michel de Laval, and St. Laurent, by grade separations and at rail level, was granted by Order 46203, dated February 2, 1931. The order directed the interested public utility companies to move such of their utilities as may be affected by the construction of the subways, and reserved the question of cost of construction and maintenance of said works for further consideration.

On the application of the city of Montreal, the Governor in Council by Order in Council P.C. No. 854 set aside Order 46203, and referred the matter back to the Board to enable the city to produce evidence and make further submissions with respect to the report submitted to the Board by its engineers.

At the hearing the railway company agreed that the interested utility companies should not be called upon to bear any part of the cost of the work. After considering the further evidence submitted,—

Held, that, except to relieve the utility companies from contributing to the cost of the work and allowing the change applied for in regard to Cote St. Michel Road crossing, Order 46203 to stand.

Ordered accordingly.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated June 2, 1931, concurred in by Mr. Commissioner Stoneman. C.R.C., Vol. XXXVIII, p. 247.

## TOWN OF MEGANTIC, P.Q., V. CANADIAN PACIFIC RAILWAY COMPANY

*Railways IIB—Subway—Vehicular and pedestrian traffic—Clearances—Width—Streets—Curves—Public safety—Guard rails—Cost*

The town of Megantic complained that the viaduct at the intersection of Agnes street and Spalding road was insufficient for the needs of the traffic at that point. Greater clearances for loaded vehicles and the widening of the viaduct required. Complainants asked that pedestrian subways be provided on both sides of the existing subway. The railway company objected to pedestrian subways because of the large expenditure that construction would involve, but offered to build a four-foot sidewalk on each side of the present structure. The company's offer regarded by the Board as fair and reasonable. This, however, would leave a roadway only 22 feet wide, being too narrow, it was claimed, for vehicular traffic. One sidewalk three feet in width considered by the Board sufficient for the pedestrian traffic through the subway, which would permit as well of a roadway surface 27 feet wide. This with wider approaches to the subway and reduced curves, as proposed by the town, felt to be ample to meet the requirements of the traffic at this point, both vehicular and pedestrian.

Held, (1) the railway company to provide and install, at its own expense, a sidewalk three feet in width on one side of the subway, to be protected by guard-rail, and material and construction suitable to the town; (2) the town to enlarge and improve the approaches to the subway.

The facts are fully set out in the judgment of Mr. Commissioner Norris, dated June 6, 1931, concurred in by the Assistant Chief Commissioner. C.R.C., Vol. XXXVIII, p. 138.



## CANADIAN NATIONAL RAILWAYS V. TOWNSHIP OF BRANTFORD

*Railways II B—Highway crossed by railway—Grade level—Traffic on highway—View—Subway—Cost*

The Canadian National Railways applied for authority to construct its proposed cut-off near Brantford, Ont., across Park Road at grade level, lots 36 and 37, concession 3, township of Brantford, county of Brant. The objection to the grade crossing was mainly because of the fact of its close proximity to the main line. The evidence established that the traffic on Park road is not heavy, and the view to approaching trains would be good. Subway was not favoured on account of the cost, involving, as it would, a large additional expenditure for drainage, with no assurance that such drainage when provided would be satisfactory.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated June 22, 1931, concurred in by Mr. Commissioner Stoneman. C.R.C., Vol. XXXVIII, p. 141.

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## CONFEDERATED FREIGHT ASSOCIATION, TORONTO V. CANADIAN PACIFIC, CANADIAN NATIONAL, AND SYDNEY AND LOUISBURG RAILWAYS

*Carriers IV C—Tariffs—Cast iron pipe—Carload—7th class rate—Through rates—Legal rate*

The Confederated Freight Association, Toronto, Ont., applied for a ruling by the Board as to the legal rate on a carload shipment of cast iron pipe from Three Rivers, P.Q., to Glace Bay, N.S., shipped May 14, 1928, over the lines of the Canadian Pacific, Canadian National, and Sydney and Louisburg Railways. The matter was developed by written submissions filed by the applicants.

Cast iron pipe, in carloads, rated 5th class in Canadian Freight Classification. The Canadian Pacific Railway tariff provided a 7th class rate on this commodity from Three Rivers, P.Q., to Sydney, N.S. There were no through class rates from Canadian Pacific Railway and Canadian National Railways points to stations on the Sydney and Louisburg Railway. There was no exception in the S. and L. Co's tariff to the 5th class rating.

Held, the combination of the 7th class rate from Three Rivers to Sydney plus the 5th class rate from Sydney to Glace Bay was the legal rate on the shipment in question.

The facts are fully set out in the judgment of the Board, dated June 23, 1931. C.R.C., Vol. XXXVIII, p. 176.

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## CANADIAN NATIONAL RAILWAYS V. CITY OF BRANTFORD AND THE SUBURBAN AREA COMMISSION OF THE COUNTY OF BRANT

*Railways II B—Highway crossed by railway—Grade separation—Subway or overhead bridge—Cost—Protection, safety and convenience of public—Railway Act, s. 256.*

Upon the application of the railway company with the consent of all the interested parties, the Board approved the plan and authorized the construction of a subway at the crossing of West street, in the township of Brantford and county of Brant. Careful surveys in the field by the railway's engineers established that with the subway construction it would be very difficult and expensive to obtain proper drainage and launched a new application for an overhead bridge in lieu of the subway originally approved. Objection to the proposed

change taken by the city of Brantford, and the Suburban Area Commission of the county of Brant, on the grounds following, namely:—

- (a) That an overhead bridge at this point would be unsightly as well as unsafe to the traffic on the highway;
- (b) that the depression of the railway tracks would interfere with the section through which the line passes becoming an industrial area; and
- (c) that the company should have foreseen the difficulties referred to before seeking and obtaining the approval of the Board to its subway plans.

Held, (1) That under section 256 of the Railway Act, the Board is empowered to grant relief to the public, in whole or in part, and upon such terms and conditions as to protection, safety, and convenience as the Board deems expedient.

(2) That either method of grade separation—subway or overhead bridge—is regarded by the Board as safe or convenient to the public using the crossing.

(3) That grade separation being safe and convenient for public use, the Board would not be justified in ordering the railway company to expend the additional monies, approximately \$56,000, necessary for the proposed subway.

(4) That an overhead bridge be approved.

The facts are fully set out in the judgment of the Board, dated June 22, 1931. C.R.C., Vol. XXXVIII, p. 168.

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RE PROTECTION CANADIAN NATIONAL RAILWAYS' TRACKS AT ST. HUBERT CROSSING,  
QUEBEC

*Railways II B—Protection—Automatic Gates—Order by Board—Accident—  
Removal*

Following an accident in 1913 at St. Hubert Crossing where the Canadian National Railways cross with double tracks, an improved type of automatic bell to protect both tracks was ordered. As the result of two or more accidents at this crossing in 1918, the question of added protection arose and the installation of gates considered. In 1925 double bells and wigwags were installed under Order of the Board. In 1927 the Dominion Automatic Gate Company applied for leave to install double "Farnsworth" automatic gates at this crossing for a thorough demonstration and test and asked the Board to secure the consent of the railway for the purpose. The railway demurred on the ground that previous test of this device had failed to establish its merits as an effective form of protection. After investigation and report by its Chief Operating Officer the railway was required by Order to permit the installation of the "Farnsworth" gate at St. Hubert Station crossing for demonstration and test, such installation not to interfere with the bell and wigwag signals in operation at the said crossing. In 1928 the railway protested strongly against further participation in the experiment of these gates, stating that the device was not only without merit as a protection but that its defects constituted a definite menace and that it should be removed. The operating and engineering officers of the Board, after inspection, reported the device to be working satisfactorily. The Gate Company, supported by the Council of the Parish of St. Hubert, applied to have the gate protection made permanent. This application was granted and by Order 42690 of May 29, 1929, the "Farnsworth" automatic gates were approved in lieu of the bells and wigwags. In 1930 trouble in the operation of the gates developed. The railway company filed a statement showing between April 5 and May 9, 1930, a total of 337½ hours during which the gates failed to function, necessitating the employment of a watchman at a cost of \$204.47. No serious

attempt was made by the Gate Company to remedy the defects in mechanism which caused the trouble.

The demonstration and test having failed to establish the merit of this particular device as an effective form of protection,—

Held, that, without deciding the question of the effectiveness of automatic gates generally as a form of protection at highway rail level crossings, the Railway Company be allowed to remove the "Farnsworth" gates at St. Hubert Crossing; that Order 42690, dated May 29, 1929, making them permanent, be rescinded; and that the double bells and wigwag protection formerly in use at the crossing be restored.

Order issued accordingly.

The facts are fully set out in the judgment of Mr. Commissioner Norris, dated June 23, 1931, concurred in by the Assistant Chief Commissioner and Mr. Commissioner Stoneman. C.R.C., Vol. XXXVIII, p. 270.

#### ONTARIO PAPER COMPANY, LIMITED V. CANADIAN NATIONAL RAILWAYS

*Carriers IV C—Tariffs—Newsprint paper—Earloads—Special rate agreement—Water competition—Reasonableness—Unjust discrimination—Dismissal*

The effective date of tariffs filed by railway companies proposing a general increase in rates on newsprint paper, earloads, from Canadian shipping points to United States destinations suspended by orders of the Board. The Canadian National applied for the removal of the suspension in so far as it applied to the item in the tariff increasing the rates on newsprint paper, in earloads, from Thorold, Ont., to Chicago, Illinois. Written submissions objecting to the removal of the suspension filed by counsel for the Ontario Paper Company and the Tribune Company of Chicago, consignor and consignee, respectively, of newsprint from Thorold to Chicago. The *Tribune* takes the entire output of the Thorold plant.

Application to remove suspension of the item in question granted on the grounds (a) that it was a special rate agreed to by the shippers and carriers, and the shippers had failed to carry out their undertaking to ship by rail during the summer season, and (b) that this rate was held down by water competition, which the carriers at their option could continue or not.

Order No. 46167, dated January 22, 1931, removing the suspension of item in tariff increasing said rate from Thorold to Chicago issued accordingly.

Counsel for the Paper Company protested against this order and applied for a hearing to enable them to present evidence and argument to show, *inter alia*, the reasonableness *per se* of the then existing rate from Thorold to Chicago. Hearing at Ottawa, July 6-7, 1931. The effect of Order No. 46167 was to apply the 6th class rate of 27½ cents on newsprint, earloads, Thorold to Chicago. Under the general increases authorized this rate increased to 30 cents. To meet a threatened water competition a 25 cent rate was established. The 25 cent rate was superseded by a 22½ cent rate as the result of a 10 per cent reduction by the I.C.C. applicable to International rates between Canada and the United States. Claimed by complainant that the establishment of the 22½ cent rate was a recognition by the carrier of the reasonableness of that rate *per se*. Railway alleged this rate finally agreed to carry out an alleged understanding between complainant and their representative who negotiated the 25 cent rate, which they had previously declined to do.

Held, (1) The fact that the 6th class rate applies from Thorold, while from other Canadian shipping points commodity rates lower than 6th class apply, does not prove unreasonableness or unjust discrimination with respect to the Thorold rate, as class rates are not construed on the same basis from the points given commodity rates.



(2) Upon consideration of all the facts the 27½ cent rate not unreasonable, or unjustly discriminatory.

Complaint and application dismissed.

The facts are fully set out in the judgment of the Board, dated July 23, 1931. C.R.C., Vol. XXXVIII, p. 191.

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J. H. ASHDOWN HARDWARE COMPANY, LIMITED V. CANADIAN PACIFIC RAILWAY COMPANY

*Carriers IV C—Classification—Rating—Returned empties—Specific rating—Analogous articles*

J. H. Ashdown Hardware Company, Limited, of Winnipeg, were charged 1st class rate on returned empty hardware boxes. They claimed 3rd class rate as analogous to wooden boxes specifically named in items 27 and 28, page 72, Canadian Freight Classification No. 18.

The Board ruled that empty hardware boxes were covered by Canadian Freight Classification, reading "wooden boxes, N.O.I.B.N." (not otherwise indexed by name) and therefore 3rd class rating does not apply on second hand empty returned hardware boxes.

Where an article is not classified specifically under a heading, although analogous to an article included under such heading, the provisions of rule 21 of the Classification are not applicable to provide for the inclusion of such article under the heading in question if the article is specifically classified in some portion of the classification.

The facts are fully set out in the judgment of the Board, dated July 30, 1931. C.R.C., Vol. XXXVIII, p. 217.

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CANADIAN NATIONAL RAILWAYS V. CANADIAN PACIFIC RAILWAY COMPANY

*Carriers IV C—Tariff—Joint rates—General concurrence—Suspension—Coal—Carloads—Switching charge—Absorption*

The properties of the Star Mining Company at Rosedale, Alta., and the J. D. Thomas Coal Company at Drumheller, Alta., were originally located on spur tracks served by the Canadian National Railways, and the single line basis of rates applied upon coal shipped from their mines to Canadian National Railway stations.

In extending its line to Drumheller the Canadian Pacific Railway used portions of the lead to these sidings as its main line with the result the Canadian National Railway could only reach the mines in question over the Canadian Pacific Railway tracks.

These mine spurs are within four miles of the point of interchange between the Canadian Pacific Railway and Canadian National Railways and ordinarily, therefore, the interswitching order would apply. The Canadian Pacific Railway, however, had entered into an agreement with the mine owners under which the latter were to have direct access to Canadian National Railway local points without extra switching charge. To give effect to the agreement the Canadian Pacific Railway filed a joint tariff with the Canadian National Railway providing for the one line basis of rates to local points on the Canadian National Railway. The Canadian National Railway objected, *inter alia*, that the Board in the Western Rates Case established rates on coal for one line and two line movements; that the proposed rates constituted a joint movement on the one line basis, and if a party to such basis the Canadian National Railway feared charges of discrimination from mines located on its railway with respect



to traffic destined to local Canadian Pacific Railway points; that if the Canadian Pacific Railway in fulfilment of its agreement with the mine owners was required to absorb the switching charge it should do so in some other way rather than by making the Canadian National Railway a party to a through tariff.

Held (1) that the joint tariff should be cancelled; (2) that as line haul carrier the Canadian National Railway should make absorption of interswitching in accordance with the Board's General Order No. 252, dated October 26, 1918; (3) that if in fulfilment of its agreement the Canadian Pacific Railway absorb a portion of their interswitching toll their tariff should so provide, such absorption not to reduce amount of absorption by the Canadian National Railway under the general interswitching regulations.

The facts are fully set out in the judgment of the Board, dated July 14, 1931. C.R.C., Vol. XXXVIII, p. 40.

*Re* CANADIAN PACIFIC TRAIN SERVICE BETWEEN TWEED AND HAVELOCK, ONT.

*Railways II D—Train Service—Earnings—Cost of Operation—Average Daily Losses—Passenger traffic—Convenience—Reduction in service*

The railway company applied for permission to discontinue a local train service between Tweed and Havelock put into effect under order of the Board in 1918, during the period from April 15 to December 1 in each year. The interested parties protested and the matter was heard at Tweed on July 10, 1931. Statements filed by the company of the average daily earnings of the local trains and the average daily operating cost for the months of May and June, 1931, showed an average daily loss. In addition to the local service there are two passenger trains, daily, except Sunday, in each direction, between Tweed and Havelock. The day trains giving service at the same intermediate points as the local trains. The night trains make conditional stops at Ivanhoe and Bonar Law. In view of the heavy deficit in operating the local trains, and the fact that the day and night service in either direction will be continued,—

Held, that subject to provision being made to stop its night Toronto-Ottawa passenger trains to allow passengers to entrain and detrain at Ivanhoe and Bonar Law, the company's application for leave to discontinue the local train service in question be allowed.

Ordered accordingly.

The facts are fully set out in the judgment of Mr. Commissioner Stoneman, dated July 22, 1931, concurred in by the Assistant Chief Commissioner and Mr. Commissioner Norris. C.R.C., Vol. XXXVIII, p. 260.

CANADIAN NATIONAL RAILWAYS V. NATIONAL CEMENT COMPANY

*Carriers IV C—Tariffs—Coal—Carloads—Weight—Conflict in rates—Legal rate—Overcharge*

The rate charged on the shipments in question was 2½ cents per 100 pounds, amounting to \$41,001.01. Claimed that under the tariffs the rate which should have applied was \$10.50 a car, amounting to \$20,101.50, an overcharge, therefore, of \$20,899.51. The matter is complicated by the fact that the tariffs provided for carload rates as well as rates per 100 pounds. A \$10 per car rate on carload freight originally applied between the Canada Cement Company's plant No. 1, for furtherance via Montreal Wharf (Section 46). This did not cover movements from Montreal Wharf (Section 46) to the National Cement Company. The \$10 per car rate on carload freight was cancelled and an \$11 rate substituted, effective March 26, 1928. Effective May 14, 1928, the \$11

rate was in turn cancelled and the rate of \$10.50 on carload freight substituted. The rate of 2½ cents per 100 pounds on coal from Montreal Wharf (Section 46) to the National Cement Company, Montreal East, was provided by tariff of August 4, 1926, for a 50,000 pounds minimum. This tariff item cancelled, and a rate of 2½ cents per 100 pounds with a minimum weight of 80,000 pounds, except when cars loaded to their full cubical capacity would not contain this minimum, when the actual weight was to apply, effective August 10, 1929, substituted. Two Canadian National Railway tariffs were in existence during the period the shipments in question were made, either of which might have applied to coal movements.

A specific tariff provision on a commodity constitutes an exception to the general provision in respect of carload freight and does not create such a conflict in rates as to justify the conclusion that the specific tariff provision was not the legal rate.

Where rates are established on different dates in the same tariff, the rate first established is the applicable rate.

(Jewel Tea Co. v. Pennsylvania Railroad, 46 I.C.C. 314, apld.; New Albany Box and Basket Co. v. Illinois Central Railroad, 16 I.C.C. 315; Sun Co. v. T. & O.C.Ry. Co., 52 I.C.C. 12; Dewey Portland Cement Co. v. A.T. & St. F. Ry. Co., 56 I.C.C. 444; Iliff Bruff Chemical Co. v. Director General, 60 I.C.C. 720, refd. to).

In the result the ruling of the Board was that the 2½ cents per 100 pounds charged on the coal movements during the period in question was the legal rate.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated July 23, 1931, concurred in by Commissioners Norris and Stoneman. C.R.C., Vol. XXXVIII, p. 202.

CITY OF VICTORIA AND THE PANAMA PACIFIC GRAIN TERMINALS, LIMITED V. CANADIAN  
PACIFIC RAILWAY COMPANY

*Carriers IV C—Tolls—Grain Export—Vancouver, B.C., Victoria, B.C.—Special  
commodity tariff—Mileage—Dismissal*

The Panama Pacific Grain Terminals, Limited, and the city of Victoria applied for an order directing the Canadian Pacific Railway Company to put into effect the same freight rate on grain billed to their elevator at Ogden Point, in the city of Vancouver, for export, as the rate on grain billed to the elevators at Vancouver for export. Through arrangement with the Canadian National Railway Company, the Panama Pacific Grain Terminals, Limited, were given by that company the same rate to their elevator at Ogden on bulk grain for export as applied to Vancouver elevators. The facilities of the Canadian National Railways for delivery of grain at Victoria are very different from those of the Canadian Pacific Railway Company, with the result that it costs the Canadian National Railways less to deliver grain at Victoria than at Vancouver. Whereas in the case of the Canadian Pacific Railway Company, whose terminals are at Vancouver, the delivery at Victoria involves an added water carriage of 82 miles. Applicants claimed unjust discrimination against Victoria in favour of Vancouver.

Held, that in this case it had not been shown that any unjust discrimination resulted from the refusal of the Canadian Pacific Railway Company to put in the rate asked for.

Application dismissed.

(Quebec Railway Commissioners v. Canadian Pacific Railway Company, 27 C.R.C., 121; Vancouver Island Associated Boards of Trade v. C.P.R. and C.N.R., 27 C.R.C., 129, apld.).

The facts are fully set out in the judgment of the Chief Commissioner, dated September 15, 1931, concurred in by Commissioners Norris and Stoneman. C.R.C., Vol. XXXVIII, p. 224.

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*In re* EXCHANGE SURCHARGE ON INTERNATIONAL EXPRESS SHIPMENTS BETWEEN  
CANADA AND THE UNITED STATES

*Carriers IV A—Express charges—International express traffic—Prevailing rate of exchange—Surcharge—Payment in Canadian and American Funds.*

Application was made on behalf of the express companies operating in Canada for permission to establish on one day's notice a tariff providing a surcharge of 60 per cent of the rate of exchange on shipments between Canada and the United States, in both directions, when such charges are payable and collected in Canada.

To enable the applicant express companies to receive their fair proportion of express charges and settle with the American Railway Express Agency in American funds in respect of international express shipments, permission was granted to issue on one day's notice tariffs providing for a surcharge of 60 per cent of the rate of exchange quoted for New York funds by the Bank of Montreal at noon in Montreal on the last day and the fourteenth day of each month. The quotation on the last day of the month to govern from the first to the fourteenth (inclusive) of the following month and the quotation on the fourteenth to govern from the fifteenth to the last day (inclusive) of each month. If the governing date falls on a Sunday or Canadian or United States legal holiday the quotation at noon of the preceding day to govern.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated October 26, 1931, concurred in by Mr. Commissioner Norris. C.R.C., Vol. XXXVIII, p. 19.

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BROCK COMPANY (WESTERN) LIMITED V. CANADIAN FREIGHT ASSOCIATION

*Carriers IV C—Classification—Rating—Cotton piece goods—Woven Cloth in original piece—Manufactured articles—Mixed carloads—Straight Carloads—B.C. coast points—Intermediate points—Discrimination—Competition*

The Brock Company applied for an order directing the inclusion of blankets, cotton, or cotton shoddy, pillow cases, sheets, and towels in mixed cars with cotton piece goods at the carload rate (4th class) applying on cotton piece goods from eastern Canadian points to Calgary.

The Board, dismissing the application, held,—

The articles mentioned, and many others of an analagous character, rarely move in carload quantities and have never been provided with a carload rating in the freight classification. Previous applications of similar character cited and followed.

The existence of a special competitive rate to British Columbia coast points to meet water or market competition does not justify a direction that similar rates, or mixed carload privileges, be published to intermediate points not affected by the special competitive situation.

Comparison of rates between points of origin and destination in the United States furnishes no conclusive evidence of unreasonableness of rates in Canada.

It is not proven that applicant has been subjected to any detriment by reason of the rate difference complained of, or that the alleged rate discrimination would be removed by cancellation of the rail competitive rate so long as there is effective water competition.



All shipments of the articles named throughout Canada (except to the British Columbia coast where the competitive situation exists) are assessed less than carload rates; to direct a reduction in rates to Calgary as applied for would create complaints at other points; to prescribe, because of the competitive situation existing at Vancouver, a revised rate adjustment to points in prairie provinces where such competitive situation does not exist, would be a departure from the provisions and interpretation of the Railway Act which has always been recognized by the Board.

The Railway Act contains specific provisions authorizing a reduced charge on traffic handled to meet competitive conditions without necessitating corresponding reduction in normal rates, and it has been held in numerous decisions of the Board that comparison as between competitive rates and normal rates is no evidence of the unreasonableness of normal rates *per se*.

(Manitoba Dairymen's Ass'n v. Dominion and Canadian Northern Express Cos., 7 D.L.R. 868, 14 C.R.C. 142, at p. 149; *Re* Telegraph Tolls, 20 C.R.C. 1, at p. 6; Riley v. Dominion Express Company, 17 C.R.C. 112, at p. 115; Application of the Consumers Glass Company, Limited, Montreal, Vol. 17, Board's Judgments, Orders and Rulings 726, at p. 732, applied.)

The facts are fully set out in the report of the Board's Chief Traffic Officer which issued as the judgment of the Board, dated November 18, 1931. C.R.C., Vol. XXXVIII, p. 326.

#### CALGARY HERALD AND CITY OF CALGARY V. CANADIAN PACIFIC RAILWAY COMPANY

##### *Railways II A—Spur—Extension—Contract—Compensation—Maintenance and rental—Apportionment of Cost*

By order, made on the consent of all parties, the Canadian Pacific Railway was authorized to extend the existing spur serving the Massey-Harris Company to the property of the *Calgary Herald* in Calgary, and reserved the question of the apportionment of cost. The real issue was as to the cost of the use of the Massey-Harris spur by the *Calgary Herald*. The Massey-Harris claimed the *Calgary Herald* in addition to one-half the cost of maintenance and rental should pay interest on one-half the cost of the land occupied by the spur and the cost of its construction.

The city by-law consenting to spur to the Massey-Harris property provided for an extension of spur at the discretion of the Board. It contained no provision for compensation if siding extended to other industries.

Held, in the absence of such a provision in the contract the spur was to be used without compensation. The *Calgary Herald* offered to bear half of the cost of maintenance and rental.

Ordered accordingly.

The facts are fully set out in the judgment of the Chief Commissioner, dated November 21, 1931, concurred in by Mr. Commissioner Stoneman. C.R.C., Vol. XXXVIII, p. 339.

#### ROCK SPRINGS COAL AND BRICK COMPANY AND ROCK SPRINGS MINE, LIMITED V. CANADIAN PACIFIC RAILWAY COMPANY

##### *Carriers IV D—Siding agreement—Enforcement—Default in payments—Service discontinued—Order of Board—Jurisdiction—Conditions*

The complaint was that the railway company refused to furnish service at Elcan, Alta., under the terms of a siding agreement. Upon failure of the mining company to pay rental and maintenance due under the agreement, and the fact



that no coal was being shipped from the mine, the railway spiked the switch and refused to operate the spur until the amount owing was paid. The mine was leased and lessee applied to the railway to have spur put in shape for operation, undertaking to repay the cost of the spur at the rate of \$4 a car and to ship not less than 200 cars a month. On this undertaking the necessary repairs were made. Repayment as agreed was not made and a considerable sum of money is owing to the railway. The mining company asks for service. The railway objects until the amount due is paid, including the cost of repairing the two spurs.

Held, that under the siding agreement the mining company was entitled to service so long as they fulfilled the terms of the agreement and that their obligation under the agreement was to repair the mine spur only. (2) Having failed to carry out the terms of their agreement the order against the railway company to furnish service conditional upon applicants paying the railway company the amount due it and depositing in a chartered bank to the credit of the Board a sum required to repair the ballast spur, such amount to be held by the Board until satisfied that the application is bona fide and justified by the business. In the event of failure to so satisfy the Board the amount, or as much as may have been expended by the railway to repair the ballast spur, to be paid to the railway.

Ordered accordingly.

The facts are fully set out in the judgment of the Chief Commissioner, dated November 21, 1931, concurred in by Mr. Commissioner Stoneman. C.R.C., Vol. XXXVIII, p. 341.

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#### BATTLEFORD BOARD OF TRADE *v.* CANADIAN PACIFIC RAILWAY AND CANADIAN NATIONAL RAILWAYS

*Railways II A Interchange facilities—Railway Act, s. 253—Jurisdiction of Board*

To enable the Board to order interchange between railway companies the tracks or lines of the different companies must run through or into the same city, town, or village.

Application refused.

The facts are fully set out in the judgment of the Chief Commissioner, dated November 21, 1931, concurred in by Mr. Commissioner Stoneman. C.R.C., Vol. XXXVIII, p. 297.

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#### BROTHERHOOD OF RAILROAD TRAINMEN *et al v.* CANADIAN NATIONAL RAILWAYS

*Railways II A—Divisional point—Abandonment—Railway Act, s. 179—Interpretation—Compensation—Jurisdiction*

Section 179 of the Railway Act prohibits, *inter alia*, the removal, closing, or abandonment of a divisional point involving the removal of employees, without leave of the Board, and provides where any such change is made the company shall compensate its employees as the Board deems proper for any financial loss caused to them by change of residence. Alleged on behalf of the employees the company had abandoned Big Valley, Alta., as a divisional point in violation of the section and applied for compensation as therein provided. The evidence disclosed that the staff at Big Valley had been reduced from twenty-five train crews of three men each, and twenty-five engine crews of two men each to two train crews of three men each, two engine crews of two men each, two foremen, and three stationmen, including the agent.

Held, upon the evidence there had not been such an abandonment as to bring applicants within the section, and that therefore the Board was without jurisdiction to deal with the matter.

Application refused.

The facts are fully set out in the judgment of the Chief Commissioner, dated November 27, 1931, concurred in by Mr. Commissioner Stoneman. C.R.C., Vol. XXXVIII, p. 313.

TRURO, N.S., *v.* CANADIAN NATIONAL RAILWAYS

*Railways II B—Grade separation—Subway—Overhead bridge—Cost—Grade crossing fund—Dismissal*

The town applied for a subway under the Canadian National Railways station yards at Forrester street to Brunswick street, in the town of Truro, N.S.

Plans were filed both for an overhead crossing and a subway. The estimated cost of the overhead structure was \$183,000, of the subway \$210,000, exclusive of land damages in each instance. The railway favours the overhead bridge, the applicants the subway. Applicants urged that the cost of the work be provided for by the Grade Crossing Fund and by the railway. The railway submitted it was not financially in a position to contribute to a grade separation at the point in question. Its financial inability to contribute was not challenged by the applicants. No contribution is at present available from the Grade Crossing Fund.

Held, that while the question of seniority at the point of crossing is in doubt, it was unnecessary to go into that in the disposition the Board makes of the matter, the application under existing conditions being refused.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated December 15, 1931, concurred in by Mr. Commissioner Norris. C.R.C., Vol. XXXIX, p. 149.

KINGSLEY NAVIGATION COMPANY *et al*, *v.* CANADIAN PACIFIC RAILWAY AND  
CANADIAN NATIONAL RAILWAYS

*Carriers IV A—International Traffic—Surcharge—General Order 326—Steamship companies—Competing routes—Rate equality—Rate anomalies—Canadian funds—Dismissal*

The Kingsley Navigation Company and the Pacific Steamship Company applied for an exception to the Board's General Order 326 of January 14, 1921, in favour of those carriers operating from points of origin in the United States who accept payment of freight charges in Canadian funds.

On traffic between Vancouver and California points, the steamship companies were paid in Canadian funds, and on joint traffic to interior points the railways demanded surcharge on the through charges. No part of the surcharge, however, was paid the steamship companies, who claimed, therefore, that the terms of General Order 326 should not apply to them.

General Order 326 permitted railway companies to add a surcharge of 60 per cent of the rate of exchange on the total through charges, including advanced charges payable to United States carriers, when payable and collected in Canada. No surcharge was to be added when charges were paid at United States points in United States funds.

In arriving at the arrangement covered by General Order 326 the Board recognized that, to avoid disturbing the equality of international rates via competing routes and creating anomalies, the question of surcharge required

to be dealt with on the broad principle of averages, i.e., the amount or rate of surcharge would have to be applied uniformly on all shipments, notwithstanding that, with respect to individual shipments or certain classes of traffic, there would be apparent anomalies. The granting of the application, involving, as it does, a reduction in the rate via the route through Vancouver, would create the very disturbance in international rates which the Board, by its Order, sought to avoid.

The order applies to Canadian railways only. Not being effective against the steamship companies the Board is not concerned with the kind of funds accepted by such companies in payment of freight charges between Vancouver and United States ports. There is no question as to the application of the surcharge via all-rail routes or the water-and-rail rates via Seattle.

Application dismissed.

The facts are fully set out in the judgment of the Board, dated December 1, 1931. C.R.C., Vol. XXXIX, p. 150.

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BARRIE'S LIMITED *et al.*, v. REGINA

*Railway Board—Order of Board—Conditions—By-law—Street closing—Abutting land owners—Damages—Jurisdiction—Railway Act, s. 33*

Barrie's Limited, of Regina, and other property owners affected, applied for an Order directing the City to provide and construct the foot-passenger subway authorized by Order of the Board, dated January 9, 1920, which was required by said Order to be completed by July 1, 1921.

In 1905 leave was granted the city to open up and extend Hamilton street across the lands and tracks of the Canadian Pacific Railway. In 1911 the city was authorized to construct a subway under the lands and tracks of the Canadian Pacific Railway at Broad street on the condition that the city pass the necessary by-law for the closing of Hamilton street and pay all abuttal damages consequent upon said closing. The subway was completed but the conditions were not complied with. The Canadian Pacific Railway, however, closed the crossing at Hamilton street to vehicular and pedestrian traffic. In 1914 the city applied for and obtained authority to construct an overhead bridge at or near Hamilton street. The bridge was never built and in 1920, on the application of the city, the order authorizing its construction was cancelled, and a foot-passenger subway in lieu thereof approved by order of January 9, 1920, above referred to. Extensions of time for completion granted, but up to the present the work has not been commenced.

The city was urged by the applicants and other property owners abutting on Hamilton street crossing to construct the subway and put them in a position to recover any land damages to which they might be entitled, but without success.

Until the city passes a by-law closing the street, which it has power to do under the city Act, the applicants are not in a position to recover land damages. The implementary powers conferred upon the Board by section 33, referred to.

The city, taking the benefit of the order giving it leave to build a subway at Broad street, became liable to fulfil the conditions upon which the said order was granted. The conditions then became "an act required to be done by an order of the Board," section 33 (a).

Held, that while the Board is without jurisdiction on the application of property owners to direct the city to construct the subway in question, it has the power to compel the city to carry out the conditions upon which the order of January 20, 1911, was made.

Order No. 47799, dated November 27, 1931, requiring the city within two months from December 15, 1931, to pass the necessary by-law for the



closing of Hamilton street, as required by paragraph 4 of the said order of January 20, 1911, and imposing a penalty of \$100 per day for every day it remains in default, issued.

(Toronto Railway Co. v. Toronto, 51 D.L.R. 55, 25 C.R.C. 318 refd. to.)

The facts are fully set out in the judgment of the Chief Commissioner, dated November 25, 1931, concurred in by Mr. Commissioner Stoneman. C.R.C., Vol. XXXIX, p. 155.

ETOBICOKE AND TORONTO AND YORK ROADS COMMISSION *v.* CANADIAN NATIONAL RAILWAYS AND CANADIAN PACIFIC RAILWAY

*Railways II B—Highway crossed by railway—Grade separation—Subway—Cost—Highway—Improvement—Grade Crossing Fund—Dismissal*

The Toronto and York Roads Commission, which owns and controls the street, joined with the township of Etobicooke in its application for authority to construct a subway under the tracks of the Canadian National and Canadian Pacific Railways where they cross Dundas street in the township of Etobicoke, and for an order distributing the cost of the subway. The street is crossed by the double tracks of the Canadian Pacific Railway and, at the time the application was made, by a single track of the Canadian National Railways. The crossing is protected by wigwags. Since the filing of the application the Canadian National Railways abandoned the portion of the line and surrendered the property to the bond holders. The cost of the subway, including land damages, was estimated at \$350,000, and the suggestion was that the Toronto and York Roads Commission pay 30 per cent of the cost, the Grade Crossing Fund 40 per cent, and the balance, 30 per cent, to be divided between the township and the railway. The suggested contributions were based on approximately 40 per cent being available from the Grade Crossing Fund. Counsel for the Roads Commission stated he did not think the Commission would feel it could join in the work if called upon for a larger contribution than 30 per cent of the whole cost. The Canadian Pacific Railway pointed out the large expenditures on protection it had made in Toronto and vicinity, approximately \$30,000,000, since 1924. It was submitted that the crossing is adequately protected by the present installation and that under existing conditions there was no justification, as far as the railway was concerned, for the proposed expenditure; that if improved highway facilities for the traffic on Dundas street were necessary this was a matter for the highway authorities.

Held, on the evidence the Board not justified at the present time in directing the work asked for.

Application dismissed.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated December 18, 1931, concurred in by Mr. Commissioner Norris. C.R.C., Vol. XXXIX, p. 146.

CITY OF ST. CATHARINES *v.* NIAGARA, ST. CATHARINES AND TORONTO RAILWAY COMPANY

*Railways II B—Overhead bridge—Paving bridge floor—Construction and Maintenance—Cost—Board's practice*

The city applied for a rehearing of the matter of improvements to approaches and wing walls of the overhead bridge on Queenston street, St. Catharines, where the highway was crossed by the Niagara, St. Catharines and Toronto Railway, approved by the Board's order under which the railway was to bear three-



quarters of the cost and the city one-quarter, street pavements, sidewalks, curbs, and other ordinary highway works to be constructed and maintained by the city. The rehearing was asked for to determine who should bear the cost of paving the bridge floor.

Following the established practice of the Board that the municipality should maintain the pavements where grade separations were made, the cost to construct and maintain this work was placed upon the city.

(*Hamilton v. T.H. & B. Ry. Co.*, 25 C.R.C. 379, apld.)

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated December 15, 1931, concurred in by Mr. Commissioner Norris. C.R.C., Vol. XXXIX, p. 30.

### RAILWAY CONNECTIONS—INTERCHANGE—JURISDICTION

#### Canadian National Railways v. Canadian Pacific Railway

NORTH FRASER HARBOUR COMMISSIONERS *et al v.* CANADIAN NATIONAL RAILWAYS  
AND CANADIAN PACIFIC RAILWAY

*Railways II A—Railway connections—Powers under special Act—Extent of  
Railway Act, ss. 252, 253*

Counsel for the Canadian National Railways contended that the wording in the schedule to the Act (1929, (Can.), c. 29) "to join with the British Columbia Electric Railway" and describing the location of the railway "to join with the tracks of the British Columbia Electric Railway near Tucks," gave his company statutory power to make certain proposed connections.

Held, that chapter 29 of 1929 (Canada) is a money bill; it authorized the Governor in Council to provide funds for the construction of the railway described in the schedule and does not purport to give any power to the Canadian National Railways; that all the Minister of Railways and Canals can do under this Act, and all the Order in Council did, was to approve the location of the railway and authorize the expenditure for its construction. No power is given the minister to authorize the connections sought. The Canadian National Railways gets the power to construct and operate from its incorporating Act. In the result, section 252 of the Railway Act applies, and leave of the Board must be had before such connections can be made.

#### *Carriers IV B—Interchange facilities—Principles which should govern granting of*

No railway is entitled to transfer tracks as a right in itself. The property and advantages of one railway should not be interfered with for the mere benefit of another. Public interest, economy of movement to the shipper, and convenience must be established.

The recent decisions of the Board have gone entirely too far in the granting of interchanges merely upon it being shown that the physical conditions lent themselves thereto and that a reasonable amount of traffic was concerned.

The principles applied in the earlier judgments that one railway should not be at liberty to use the Act for the purpose of diverting to its line traffic that has been originated at great expense and trouble by another railway, without at least showing a great preponderance of convenience to the public, should be followed.

(*G.T.R. v. C.P.R. & London*, 6 C.R.C. 327; *C.N.R. v. G.T.R. & C.P.R.*, 7 C.R.C. 289; *Great Northern Ry. Co. v. Canadian Northern Ry. Co.*, 11 C.R.C. 424; *Gillies Bros. & G.T.R. v. C.P.R.*, 18 C.R.C. 44; *Canadian Northern Ry. Co. v. G.T.R.*, 20 C.R.C. 84; *Canadian Northern*

Ry. Co. v. C.P.R., 20 C.R.C. 200; Brantford Manufacturers v. Lake Erie & Northern Ry. Co. 31 C.R.C. 1; *Re Belleville Interchange Tracks*, 23 C.R.C. 22; Thorold v. G.T.R. & Niagara St. Catharines & Toronto Ry. Cos., 24 C.R.C. 21, *aprvd.*; Western Terminal Elevator Co. Ltd. v. C.P.R., 31 C.R.C. 4; St. Jerome v. C.P.R. & C.N.R., 31 C.R.C. 6; C.P.R. v. C.N.R., 31 C.R.C. 23; Simcoe Manufacturers v. Lake Erie & Northern G.T.R. Cos., 31 C.R.C. 7; Ingersoll v. C.P.R. & C.N.R., 31 C.R.C. 28; Pembroke v. C.P.R. & C.N.R., 29 C.R.C. 202; Board of Trade of Penticton v. C.N.R. & Kettle Valley Ry., 36 C.R.C. 130; Board of Trade of Wayne v. C.N.R., 36 C.R.C. 410; Arnprior v. C.P.R. & C.N. Ry. Cos., 20 Board's Judgments, p. 260, *discd.*)

*Carriers IV B—Proposed interchange—Equalization of rates—Jurisdiction*

The reasonableness of a rate or the correction of alleged inequalities, being subject-matters of adjustment by the Board under the tolls clauses of the Act, upon complaint or application, are not dealt with in applications for interchange. The Board has uniformly held that railways are not required by law, and cannot in justice be required, to equalize natural disadvantages such as location, cost of production, and the like. It is not concerned with equalizing costs of production and in matters of rates its jurisdiction relates to reasonableness of rates.

In the present case, at any rate, no reduction in rates would result from the proposed interchanges.

(Canadian Portland Cement Co. v. Grand Trunk & Bay of Quinte Ry. Cos., 9 C.R.C. 210; Canadian Oil Cos. v. Grand Trunk, Canadian Pacific, & Canadian Northern Ry. Cos., 12 C.R.C. 356; Western Retail Lumbermen's Ass'n v. Canadian Pacific, Canadian Northern, & Grand Trunk Pacific Ry. Cos., 20 C.R.C. 158; Dominion Millers Ass'n, Toronto Board of Trade, & Montreal Corn Exchange v. Canadian Freight Ass'n, 21 C.R.C. 87; Hudson Bay Mining Co. v. Great Northern Ry. Co., 16 C.R.C. 259; Canadian China Clay Co. v. Grand Trunk, Canadian Pacific, and Canadian Northern Ry. Cos., 18 C.R.C. 348, *refd. to and apld.*)

The facts are fully set out in the judgment of the Chief Commissioner, dated December 12, 1931, concurred in by Mr. Commissioner Stoneman. C.R.C., Vol. XXXIX, p. 1.

DEPARTMENT OF PUBLIC WORKS OF NEW BRUNSWICK V. CANADIAN NATIONAL RAILWAYS

*Carriers IV A—Tariff—Minimum weight—Actual weight—Erroneous rate quoted—Interpretation—Legal rate—Retroactive jurisdiction*  
—*Railway Act, s. 331*

Applicants complained of alleged excessive freight charges by the Canadian National Railways on earload shipments of gravel from Portage, P.E.I., to Rexton and Richibucto, N.B., during the months of August, September and October, 1930, claiming that a representative of the railway had promised that these shipments would be handled on the basis of actual weights as obtained over the scales at Moncton—there were no facilities for weighing the gravel at the point of shipment—regardless of the minimum weights as provided for in the governing tariff. The railway denied any such promise had been given, pointing out that it had no power to make a variation from the provisions of the governing tariff on file with the Board until such tariff is disallowed or suspended by the Board or superseded by a new tariff, (s.

331). The question involved the interpretation of the tariff. The provisions of tariff were discussed.

Held, (1) the Board has no power to change the provisions of a tariff as to a past transaction; (2) employees of the railway company have no power to vary from the rates legally filed and published, and (3) the Board cannot direct a refund of the difference between the rate legally filed and published and a rate quoted by an employee of the company.

Application refused.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated December 17, 1931, concurred in by Mr. Commissioner Norris. C.R.C., Vol. XXXIX, p. 143.

T. E. GREENWOOD, DOUGLAS, MAN., V. CANADIAN PACIFIC RAILWAY

*Railways II B—Crossings—Public—Private—Closing—Conversion of a public into a private crossing—Jurisdiction*

As a result of an accident on the line of the Canadian Pacific Railway at a farm crossing a few yards east of Douglas, mile 121.8 Carberry Subdivision, in the province of Manitoba, after a hearing, the Board by its Order 45111, dated June 28, 1930, directed that this farm crossing be converted into a public crossing and a public crossing situate about 1,100 feet east of the farm crossing to be closed as such and converted into a farm crossing. The applicant (T. E. Greenwood) applied for a rehearing complaining that the conversion of this public crossing into a private crossing seriously inconvenienced himself and other residents of the village. Rehearing granted. The evidence established that no application by the municipality for a public crossing had ever been made. There was no road diversion involved.

Held, that unless in the case of a diversion, the Board of its own motion, and without any application from the municipality having control over public roads, is without jurisdiction to direct either the closing of the public crossing or its conversion into a farm crossing. Order 45111, dated June 28, 1930, to be rescinded.

(*Re Closing Highways at Railway Crossings*, 12 D.L.R. 389, 15 C.R.C. 305; *Oshawa v. C.N.R.*, 37 C.R.C. 318, *refd. to and apld.*)

The facts are fully set out in the judgment of the Chief Commissioner, dated December 16, 1931, concurred in by Mr. Commissioner Stoneman. C.R.C., Vol. XXXIX, p. 139.

## APPEALS FROM RULINGS OF BOARD

There were four cases carried in appeal to the Supreme Court during the year, namely:—

1. Appeal by the Montreal Light, Heat and Power Consolidated, the City of Montreal, P.Q., and the Bell Telephone Company against Board's Order No. 46203, dated February 2, 1931, in the matter of application of Canadian National Railways to cross certain highways and road allowances in the city of Montreal and other municipalities, etc., with a proposed line between Longue Pointe and Eastern Junction, P.Q. Law and Jurisdiction.—Pending.

2. Appeal by the Bell Telephone Company against Board's Order No. 46083, dated January 8, 1931, *re* St. Clair avenue subway, Toronto, Ont. (C.N. Rys.). Law and Jurisdiction.—Pending.

3. Appeal by the Bell Telephone Company against Board's Order No. 45813, dated November 14, 1930, *re* grade separation in Hamilton, Ont. Law and Jurisdiction.—Pending.



4. Appeal by the Canadian Electrical Association and the Hydro-Electric Power Commission of Ontario against Board's General Order No. 490, dated February 20, 1931, amending the rules for wires erected along and across railways. Law and Jurisdiction.—Pending.

And two cases carried in appeal to the Governor General in Council, namely:—

1. Appeal by the City of Montreal, P.Q., against Board's Order No. 46203, dated February 2, 1931, *re* application of Canadian National Railways to cross certain highways and road allowances in city of Montreal and other municipalities with a proposed line between Longue Pointe and Eastern Junction.—Referred back.

2. Appeal by the Consumers Glass Company, Limited, of Montreal, P.Q., from Board's judgment dated January 30, 1931, and Board's Order No. 46489, dated April 1, 1931, *re* freight rates on glass bottles and jars, in carloads, from Montreal, P.Q., to points in Canada.—Pending.

### ORDERS, GENERAL ORDERS AND CIRCULARS

The total number of orders issued for the year ending December 31, 1931, was 1,870. The number of general circulars issued by the Board, directed to all the railway companies subject to its jurisdiction, was one. The general orders as distinguished from other orders of the Board are those affecting all railway companies subject to its jurisdiction, and are five in number for the year.

A list of the general orders and circulars for the year ending December 31, 1931, will be found compiled under appendix "F" to this report.

### APPLICATIONS TO THE BOARD

The total number of applications, including informal complaints, made to the Board for the year ending December 31, 1931, was 3,482.

### TRAFFIC DEPARTMENT OF THE BOARD

In the Traffic Department of the Board the number of tariffs received and filed for the year ending December 31, 1931, was as follows:—

Freight tariffs, including supplements.....	27,527
Passenger tariffs, including supplements.....	7,732
Express tariffs, including supplements.....	1,997
Telephone tariffs, including supplements.....	693
Sleeping and parlour car tariffs, including supplements.....	71
Telegraph tariffs and supplements.....	6
Bridge tolls, including supplements.....	13
	<hr/>
	38,039

The total number of tariffs filed from February 1, 1904, to December 31, 1931, was 1,650,864.

The details of the tariffs will be found under appendix "A" to this report.

### ENGINEERING DEPARTMENT OF THE BOARD

In the Engineering Department of the Board a large number of inspections were made covering the whole Dominion. These inspections for the year ending December 31, 1931, number 330, and cover inspections for the opening of a railway for the carriage of traffic, inspections of culverts, highway crossings, cattle guards, road crossings, bridges, subways and general inspections falling within the scope of the work of the Engineering Department.

Under appendix "B" will be found a detailed report of the Chief Engineer



## OPERATING DEPARTMENT OF THE BOARD

Under the work of this department is included the inspection of locomotive boilers and their appurtenances, the inspection of safety appliances on cars and locomotives, the investigations into accidents causing personal injury or loss of life, the reporting on the locations of stations, matters of protection at highway crossings, and train and station services performed by the railway companies.

Under appendix "C" will be found a full and detailed report of the Chief Operating Officer of the department.

## ACCIDENTS AND ACCIDENT INVESTIGATIONS

On reference to the report of the Board's Chief Operating Officer, it will be seen that accidents to the number of 2,429, covering 317 persons killed and 2,680 persons injured, were reported to the Board during the year ending December 31, 1931, as compared with 2,427 accidents reported for the year 1930, covering 425 persons killed and 2,512 persons injured.

The figures given show:—

(1) Seventeen passengers killed during the year 1930, and 9 passengers killed during the year 1931, a decrease of 8. The number of passengers injured was 308 as compared with 426 in 1931, an increase of 118.

(2) Ninety-five employees killed in 1930 and 51 in 1931, a decrease of 44. The number of employees injured was 1,462 in 1930, as compared with 1,531 in 1931, an increase of 69.

(3) Three hundred and thirteen others killed in 1930 and 257 in 1931, a decrease of 56. The number of others injured was 742 in 1930, as compared with 723 in 1931, a decrease of 19.

It is pointed out that out of the 257 others killed 142, or 55 per cent, were trespassers, and that out of the 723 others injured 200, or 27 per cent, were trespassers.

It will be noted that of what may be termed preventable loss there were 142 killed under the heading "trespassers", and 200 injured. This is a decrease of 26 in the number of killed and a decrease of 5 in the number of injured, as compared with the year 1930.

The following table shows the total, by provinces, as regards trespassers killed and injured for the year ending December 31, 1931:—

Province	Killed	Injured
Prince Edward Island.....	—	1
Nova Scotia.....	8	14
New Brunswick.....	7	4
Quebec.....	23	24
Ontario.....	57	66
Manitoba.....	8	19
Saskatchewan.....	12	24
Alberta.....	13	20
British Columbia.....	14	28
Totals.....	142	200

Attention is again directed to statement No. 15, setting out in detail the situation as regards highway crossing accidents during the past five years. It will be observed therefrom that there has been a total of 1,717 accidents, covering 626 persons killed and 2,321 injured.

Crossings protected by gates accounted for 16 persons killed and 75 injured. Crossings protected by bell accounted for 89 killed and 231 injured. Crossings protected by lightning flash signal accounted for 5 killed and 6 injured. Crossings protected by watchman accounted for 11 killed and 60 injured. Crossings unprotected accounted for 505 killed and 1,949 injured.

There have been 325 accidents at protected crossings, covering 121 persons killed and 372 injured, and at unprotected crossings there have been 1,392 accidents, covering 505 persons killed and 1,949 injured.

During the year 1931 there were 320 highway crossing accidents investigated, of which 64 occurred at protected crossings, leaving unprotected crossings to account for 256 accidents.

*Automobile accidents* totalled 281, divided as follows:—

At crossings protected by gates .....	9
At crossings protected by watchman .....	5
At crossings protected by bell .....	32
At crossings protected by lightning flash signal .....	4
At crossings unprotected .....	231

*Bicycle accidents* numbered 1, made up as follows:—

Lightning flash .....	1
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*Horse and rig accidents* numbered 11, made up as follows:—

Gates .....	2
Watchman .....	Nil
Bell .....	Nil
Unprotected .....	9

*Pedestrian accidents* numbered 22 as follows:—

Gates .....	6
Watchman .....	1
Bell .....	3
Unprotected .....	12

*Grader accidents* numbered 1 as follows:—

Unprotected crossing .....	1
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*Motorcycle accidents* numbered 2 as follows:—

Bell protection .....	1
Unprotected crossing .....	1

*Tricycle accidents* numbered 1 as follows:—

Unprotected crossing .....	1
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*Tractor accidents* numbered 1 as follows:—

Unprotected crossing .....	1
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During the year 1931 there were 317 accidents at highway crossings reported to the Board, covering 98 persons killed and 456 injured, as compared with 342 accidents in 1930, covering 116 persons killed and 470 injured.

Full particulars of passengers and employees killed and injured, and other general information in regard to trespassers killed and injured, accidents at protected and unprotected crossings, etc., will be found under appendix "C."

## FIRE INSPECTION DEPARTMENT OF THE BOARD

The report of the Board's Fire Inspection Department indicates that a total of 578 fires attributed to railways occurred on 14,274 miles of line classified as running through forested territory.

Of this total 189 fires burned over less than one-fourth acre each; 305 fires burned over an area of one-fourth acre to ten acres each, and 84 fires burned over an area of more than 10 acres each.

The total area burned over was 19,937 acres, with damage to young forest growth, standing timber, forest products and other property estimated at \$24,511. Of this amount, the value of standing timber and young forest growth is estimated at \$17,367.

Railway fires occurring east of Fort William, Port Arthur and Armstrong represent 27·34 per cent of the number, 13·70 per cent of the area and 11·28 per cent of the damage attributed to the railways. Railway fires occurring in British Columbia represent 43·08 per cent of the number, 55·83 per cent of the area and 58·53 per cent of the damage attributed to railways throughout the Dominion.

In accordance with requirements issued by the Chief Fire Inspector under General Order No. 362, the railways maintain some form of special patrol on 8,025 miles of line, necessitating the special attention to fire patrol of a total of 1,095 special fire patrolmen.

In accordance with the Board's Fire Guard Requirements, the railways constructed or maintained 5,703 miles of fire guards, in uncultivated lands, in non-forested sections of the Prairie Provinces.

The fire protective appliances on 4,054 locomotives were inspected by officers of the department during the season.

In co-operation with the forest protective organizations of the Dominion and Provincial Governments, 184 officials of such organizations were deputized to act ex-officio officers of the Board's Fire Inspection Department during 1931.

Under appendix "D" will be found the Chief Fire Inspector's report.

## BOARD OF RAILWAY COMMISSIONERS

Since the publication of the last annual report the following changes have taken place in the personnel of the Board: Chief Commissioner the Hon. H. A. McKeown, K.C., resigned office on March 1, 1931, and on August 13, 1931, the vacancy so created was filled by the appointment of the Hon. C. P. Fullerton, K.C., who resigned his position as a justice on the Manitoba Court of Appeal to take over the duties of Chief Commissioner.

Deputy Chief Commissioner Thomas Vien, K.C., resigned office on February 1, 1931. The vacancy so created was filled on December 16, 1931, by the appointment of Mr. F. A. Labelle, Notary Public, of the city of Hull.

The Board regrets to have to announce the death of Mr. Commissioner Calvin Lawrence, who died on May 4, 1931, in Ottawa. Mr. Lawrence was appointed to the Board on November 4, 1921, and would have completed his ten-year term of office, had he lived, on November 3, 1931. The vacancy so created was filled, on December 16, 1931, by the appointment of Mr. George A. Stone, General Chairman of the Brotherhood of Locomotive Engineers, of the city of Moncton, in the province of New Brunswick.

## ROUTINE WORK OF THE BOARD

### RECORD DEPARTMENT

Below is given a table setting forth the number of applications, filings and letters received during the year ending December 31, 1931, together with the number of Orders issued:—

Number of applications made .....	3,482
Number of filings received during the year.....	33,450
Number of outgoing letters during the year.....	24,880
Number of Orders issued during the year.....	1,870

## APPENDIX "A"

REPORT OF THE CHIEF TRAFFIC OFFICER OF THE BOARD, FOR THE  
YEAR ENDING DECEMBER 31, 1931

DEAR SIR,—I submit, for the Board's twenty-seventh report, information regarding work of the Traffic Department.

The number of freight, passenger, express, telephone, telegraph, sleeping and parlour car, and bridge toll schedules, filed with the Board, was as follows:—

FROM NOVEMBER 1, 1904, TO AND INCLUDING DECEMBER 31, 1930

<i>Freight—</i>			
Local tariffs.....	20,532		
Supplements.....	42,783		
		63,315	
Joint tariffs.....	46,561		
Supplements.....	198,311		
		244,872	
International tariffs.....	180,732		
Supplements.....	679,224		
		859,956	
			1,168,143
<i>Passenger—</i>			
Local tariffs.....	20,318		
Supplements.....	28,244		
		48,562	
Joint tariffs.....	21,114		
Supplements.....	39,056		
		60,170	
International tariffs.....	42,020		
Supplements.....	101,291		
		143,311	
			252,043
<i>Express—</i>			
Local tariffs.....	6,538		
Supplements.....	58,584		
		65,122	
Joint tariffs.....	6,979		
Supplements.....	32,914		
		39,893	
International tariffs.....	7,819		
Supplements.....	17,067		
		24,886	
			129,901
<i>Telephone—</i>			
Local tariffs.....	4,133		
Supplements.....	2,681		
		6,814	
Joint tariffs.....	3,948		
Supplements.....	38,164		
		42,112	
International tariffs.....	429		
Supplements.....	9,719		
		10,148	
			59,074
<i>Telegraph—</i>			
Tariffs.....	213		
Supplements.....	289		
		502	
			502
<i>Sleeping and Parlour Car—</i>			
Local tariffs.....	245		
Supplements.....	360		
		605	
Joint tariffs.....	329		
Supplements.....	557		
		886	
International tariffs.....	409		
Supplements.....	1,250		
		1,659	
			3,150
<i>Bridge Tolls—</i>			
Local tariffs.....	3		
Supplements.....	0		
		3	
Joint tariffs.....	0		
Supplements.....	0		
		0	
International tariffs.....	9		
Supplements.....	0		
		9	
			12
Combined totals all schedules.....			1,612,825



## RAILWAY COMMISSIONERS FOR CANADA

FROM JANUARY 1, 1931, TO AND INCLUDING DECEMBER 31, 1931

<i>Freight—</i>			
Local tariffs.....	243		
Supplements.....	387	630	
	<hr/>		
Joint tariffs.....	234		
Supplements.....	3,017	3,251	
	<hr/>		
International tariffs.....	1,313		
Supplements.....	22,333	23,646	
	<hr/>		
			27,527
<i>Passenger—</i>			
Local tariffs.....	24		
Supplements.....	574	598	
	<hr/>		
Joint tariffs.....	77		
Supplements.....	2,053	2,130	
	<hr/>		
International tariffs.....	476		
Supplements.....	4,528	5,004	
	<hr/>		
			7,732
<i>Express—</i>			
Local tariffs.....	226		
Supplements.....	258	484	
	<hr/>		
Joint tariffs.....	592		
Supplements.....	635	1,227	
	<hr/>		
International tariffs.....	23		
Supplements.....	263	286	
	<hr/>		
			1,997
<i>Telephone—</i>			
Local tariffs.....	21		
Supplements.....	18	39	
	<hr/>		
Joint tariffs.....	5		
Supplements.....	649	654	
	<hr/>		
International tariffs.....	0		
Supplements.....	0	0	
	<hr/>		
			693
<i>Telegraph—</i>			
Tariffs.....	2		
Supplements.....	4	6	
	<hr/>		
			6
<i>Sleeping and Parlour Car—</i>			
Local tariffs.....	3		
Supplements.....	10	13	
	<hr/>		
Joint tariffs.....	4		
Supplements.....	12	16	
	<hr/>		
International tariffs.....	11		
Supplements.....	31	42	
	<hr/>		
			71
<i>Bridge Tolls—</i>			
Local tariffs.....	0		
Supplements.....	0	0	
	<hr/>		
Joint tariffs.....	0		
Supplements.....	0	0	
	<hr/>		
International tariffs.....	7		
Supplements.....	6	13	
	<hr/>		
			13
Combined totals all schedules.....			38,039
Grand Total.....			1,650,864

## MARITIME ACCOUNTS

The information given below, regarding the work in connection with settlement of accounts under the Maritime Freight Rates Act, covers the period July, 1930, to June, 1931, inclusive.

During this period there were filed 21,741 abstract sheets with an average of 74 rates per sheet. There were, therefore, 1,608,834 rates, and 804,417 extensions checked, and 21,741 columns of figures added.

As a result of this check it was necessary to issue 5,005 corrections, an average of 417 per month.

The total additions to the accounts amounted to \$1,427.16, and the total deductions \$5,484.94.

The total amount claimed by railway companies was \$784,118.08, and the amount allowed was \$780,060.30, or a net deduction of \$4,057.78.

The number of outgoing letters in connection with the administration of the Act, July 1, 1930, to June 30, 1931, was as follows:—

Railways.. . . .	940
Board.. . . .	26
Others.. . . .	35

During this period 145 orders were issued approving tariffs or rates and certifying to the normal tolls.

The number of communications to railways, express, telephone and telegraph companies in connection with complaints, proper interpretation of tariffs, or classification and filing of same, also in connection with powers of attorney, concurrences, etc., was 624. Communications to others were 961, or a total of 1,585.

The following is a list of traffic orders issued, also a list of orders approving connecting agreements or service station contracts between the Bell Telephone Company and named local telephone companies:—

## TRAFFIC ORDERS

No. 46065, January 5. Suspending, pending further hearing, items 2-C and 3-A in Supplement No. 8 to Quebec Central Railway Tariff, C.R.C. No. 937, providing for exclusion of scrap iron rates on crossings, frogs, switches, and switch points.

No. 46072, January 7. Dismissing application of Denison Tile Co., Ltd., for an order directing the railways to establish on drain tile in straight carloads, also on mixed carloads of drain tile and hollow building tile, the special commodity rates concurrently in force on hollow building tile.

No. 46135, January 15. Approving Supplement No. 15 to Express Classification for Canada No. 7.

No. 46167, January 22. Amending Order No. 42391, July 8, 1929, by removing suspension applying to item 40-A in Supplement No 1 to Canadian National Railways Tariff, C.R.C. No. E-1403, applying on newsprint paper, carloads, from Thorold, Ont., to Chicago, Ill.

No. 46197, January 28. Refusing application Transportation Commission of Maritime Board of Trade regarding rates on grain and grain products for domestic consumption from points in the Canadian Northwest to points in Maritime Provinces.

No. 46198, January 29. Dismissing application of Express Traffic Association for an order authorizing, in Express Classification for Canada No. 7, an increase in the billing weight of eggs in cases of 30-dozen capacity from 55 pounds to 58 pounds.

No. 46228, February 3. Refusing application of village of Giffard, P.Q., for an order directing Quebec Railway, Light and Power Company to reduce its fare to seven cents for passengers between the different stops from Giffard to Quebec, on its Chateau Frontenac-Kent House Tramway Line.

No. 46299, February 18. Approving Supplement No. 1 to Kettle Valley Railway Standard Mileage Freight Tariff, C.R.C. No. 385.

No. 46323, February 23. Permitting H. G. Toll, agent of Transcontinental Freight Bureau, to file upon twenty days' notice, effective April 1, supplements to his tariffs, C.R.C. Nos. 563, 566, 571, 572 and 573, increasing rates on grain, grain products and seeds, and suspending Order No. 45892, December 5, 1930.

No. 46350, February 27. Approving Algoma Central and Hudson Bay Railway, by-law, dated February 19, 1913, appointing J. P. Mader, traffic manager, to prepare and issue tariffs of tolls.

No. 46400, March 11. Dismissing complaint of James McDonnell & Co., Montreal, regarding freight charges to the seaboard on grain and hay used as ships' supplies for feeding stuffs.

General Order No. 491, March 9. Amending Regulations Governing Baggage Car Traffic—by striking out rule 12, Miscellaneous Articles, and substituting new rule therefor.

No. 46468, March 25. Authorizing Canadian Passenger Association to publish General Order of the Board, No. 491, Regulations Governing Baggage Car Traffic, in the *Canada Gazette*

No. 46478, March 27. Approving Supplement 12 to Tariff C.R.C. No. E.T.-694, covering Regulations and Specifications for the Transportation by Express of Acids, Inflammables, Oxidizing Substances, and Samples of Explosives, and Supplement 5 to Tariff C.R.C. No. 700, covering Container Specifications, filed by C. N. Ham, Chairman, Express Traffic Association of Canada.

No. 46489, April 1. Refusing application of the Consumers Glass Company, Limited, Montreal, P.Q., for a reduction in the rates on glass bottles and jars, in carloads, from Montreal, P.Q., to points in Canada.

No. 46497, April 7. Approving Supplement 16 to Express Classification for Canada, No. 7.

No. 46516, April 13. Permitting H. G. Toll, agent of the Transcontinental Freight Bureau, acting under powers of attorney, to file upon twenty days' notice, effective June 1, 1931, supplements to his tariffs C.R.C. Nos. 563, 566, 571, 572, 573 and 587, increasing rates on grain, grain products and seeds.

No. 46546, April 21. Suspending, until further order, Canadian National Railways Supplement 2 to C.R.C. E-1697, Canadian Pacific Railway Supplement 10 to C.R.C. No. E-4258, and Quebec Central Railway Supplement 10 to C.R.C. No. 958, in so far as they provide for advances in, or cancellation of, the through rates on pulpwood, carloads, from Canadian shipping points to destinations on the Greenwich and Johnsonville Railway.

General Order No. 492, April 15. Directing that, effective April 15, 1931, steel cylinders complying with Container Specifications 3-A, 3-B, 3-C, 3-D, 3-E, 4, 4-A, 4-B, and 4-C, published in Agent Dunn's Tariff, C.R.C. No. 2, but marked with markings in which the letters "CRC" are substituted for the letters "ICC", are authorized for use for shipping classes of freight permitted by the said tariff to be shipped in such containers over railways in Canada.

No. 46585, May 1. Approving Detroit and Windsor Subway Company's and Detroit and Canada Tunnel Company's Tariffs, C.R.C. Nos. 4 and 5, and Supplement No. 1 to C.R.C. No. 1, covering tolls to be charged in respect of the Detroit Tunnel.

No. 46595, May 4. Approving Supplement No. 17 to Express Classification for Canada No. 7.



No. 46597, May 9. Approving Detroit International Bridge Company Tariff, C.R.C. No. 4, cancelling C.R.C. No. 3, covering tolls to be charged in respect of the Ambassador bridge across the Detroit river between the town of Sandwich, Ont., and Detroit, Mich.

No. 46625, May 12. Directing, subject to the condition that, if the grain movement assumes normal proportions, the movement under the special coal rate will be suspended until after the close of navigation, the period of coal movements during the year 1931-1932 be fixed to commence the 31st day of July, 1931, and end the 31st day of March, 1932, both inclusive.

No. 46649, May 13. Permitting H. G. Toll, agent of Transcontinental Freight Bureau, acting under powers of attorney, to file upon 15 days' notice, effective June 1, 1931, supplements to his tariffs, C.R.C. Nos. 563, 566, 571, 572, 573, 587 and 580, increasing rates on grain, grain products, and seeds, and rescinding Orders 45892, 46323, 46516 and 46568.

No. 46709, May 21. Rescinding Order 36108, suspending Canadian Pacific Railway's proposed amendment subsection D, Supplement 10 to its tariff, C.R.C. No. W-2755, and Canadian National Railways' proposed amendment item 10-A, Supplement 2 to its tariff, C.R.C. No. W-401, covering absorption wharfage and other charges at Vancouver and Victoria, B.C., in so far as such amendments constitute an advance.

No. 46724, May 23. Permitting H. G. Toll, agent, Transcontinental Freight Bureau, acting under powers of attorney, to file, upon the notice and upon the effective date prescribed by the Interstate Commerce Commission, supplements to his tariffs, C.R.C. Nos. 575, 576, 571, 572, 573, 587 and 580, or succeeding issues, increasing rates on grain, grain products and seeds; and rescinding Orders Nos. 45892, 46323, 46516, 46568 and 46649.

No. 46784, June 10. Approving Supplement No. 2 to Canadian Freight Classification No. 18.

No. 46807, June 15. Approving Detroit and Windsor Subway Company's Tariff, C.R.C. No. 6, covering toll to be charged in respect of the Detroit tunnel.

No. 46808, June 13. Approving Detroit and Windsor Subway Company's Supplement No. 2 to Tariff, C.R.C. No. 1, covering toll to be charged in respect of the Detroit tunnel.

No. 46820, June 15. Approving International Railway Co's. Supplement No. 1 to Tariff, C.R.C. No. 1, covering tolls to be charged in respect of the Falls View bridge and Queenston-Lewiston bridge.

No. 46868, June 15. Approving International Railway Co's. Tariff, C.R.C. No. 1, covering tolls to be charged in respect of Falls View bridge and Queenston-Lewiston bridge.

No. 46980, June 26. Declaring that the legal rate on a carload shipment of cast-iron pipe from Three Rivers, P.Q., to Glace Bay, N.S., shipped May 14, 1928, was 52 cents per 100 pounds, under provisions of Canadian Pacific Railway Tariff, C.R.C. No. E-3832, and Sydney and Louisburg Railway Tariff, C.R.C. No. 22.

No. 46990, July 3. Approving Supplement No. 1 to Niagara Lower Arch Bridge Co's. Tariff, C.R.C. No. 1, containing tolls to be charged for the use of the Lower Arch bridge at Niagara Falls, Ont.

No. 47062, July 13. Approving Supplement No. 1 to Sydney and Louisburg Railway's Standard Freight Tariff, C.R.C. No. 19.

No. 37121, July 29. Directing that the Canadian carriers may publish, on one day's notice, tariffs containing reduced rates on grain and grain products from Ontario shipping points to the Atlantic seaboard and St. Lawrence river ports for export, to meet the reduction made by the United States lines.

No. 47134, July 30. Approving Thousand Islands Railway by-law, authorizing the general manager and general superintendent to prepare and issue tariffs of tolls.



No. 47135, July 30. Approving Oshawa Railway by-law, authorizing the general manager and general superintendent to prepare and issue tariffs of tolls.

No. 47136, July 30. Approving Montreal and Southern Counties Railway by-law, authorizing the general manager and general superintendent to prepare and issue tariffs of tolls.

No. 47139, August 1. Authorizing the Canadian carriers to publish tariffs, effective August 3, 1931, containing reduced rates on grain and grain products from Canadian Bay ports to Montreal, Quebec, and the Atlantic seaboard for export to meet the reduction made by the United States lines.

No. 47173, August 7. Declaring, under provisions of Canadian National Railways Tariff, C.R.C. No. E-875, and supplements thereto, the legal rate on coal, in carloads, from Montreal wharf (Section 46—interchange with Montreal Harbour Commissioners Railway) to the National Cement Co., Montreal East, during period from March 26, 1928, to October 14, 1929, was  $2\frac{1}{2}$  cents per 100 pounds; subject to minimum weight of 50,000 pounds, during period from March 26, 1928, to August 9, 1929, and for the period August 10, 1929, to October 14, 1929, minimum weight of 80,000 pounds, except that when cars were loaded to their full cubical capacity and would not contain such minimum, the actual weight applied.

No. 47200, August 10. Dismissing applications of the Ontario Paper Co. Ltd., Chicago, Ill., for an interim order suspending Order No. 46167 regarding rates on newsprint paper.

No. 47205, August 10. Disallowing Supplement 17 to Canadian Pacific Railway Tariff, C.R.C. No. W-2902; that as line haul carrier, the Canadian National Railways shall make absorption of interswitching in accordance with the provisions of General Order No. 252, and that if, in fulfilment of its agreement with the J. D. Thomas Coal Company, and the Star Mining Co., the Canadian Pacific Railway, absorb a portion of its published interswitching toll, such absorption shall be provided for by an appropriate provision therefor in its tariff, such absorption provision by the Canadian Pacific Railway, not to affect or reduce the amount of absorption required to be made by the line haul carrier under General Order No. 252.

No. 47250, August 21. Approving Hull Electric Railway Co's. Standard Passenger Tariff, C.R.C. No. P-21.

No. 47286, August 29. Approving Express Traffic Association Tariff, C.R.C. No. E.T.-694, covering Regulations and Specifications for the Transportation by Express of Acids, Inflammables, Oxidizing Substances, and Samples of Explosives.

No. 47310, September 4. Permitting H. G. Toll, Agent, Transcontinental Freight Bureau, to file, upon one day's notice, a supplement to his Tariff No. 29-V, changing the C.R.C. No. to read "593."

No. 47358, September 15. Refusing application of the city of Victoria, B.C., and the Panama Pacific Grain Terminals, Ltd., for an order directing the Canadian Pacific Railway Co. to fix and incorporate in its tariff of tolls an export grain rate to the terminal elevator at Victoria, and that the export grain rate to be so fixed be the same as the rate to the city of Vancouver and equal to the export grain rate to the said elevator now incorporated in the special competitive tariff issued by the Canadian National Railways.

No. 47440, October 1. Approving Canadian Pacific Railway Tariff, C.R.C. No. S-25, and Canadian National Railways Tariff, C.R.C. No. E.S-31, containing sleeping and parlour car tolls.

No. 47442, September 30. Refusing application of the United Fruit Growers of Nova Scotia, Ltd., *et al.* for an order reducing the switching charge made by the Canadian National Railways, at Halifax, on cars of apples and potatoes, ex Dominion Atlantic Railway, for export.

No. 47499, October 8. Approving Oshawa Railway Standard Freight Distance Tariff, C.R.C. No. 25.

No. 47526, October 17. Authorizing G. C. Ransom, Chairman, Canadian Freight Association, to issue Supplement 23 to Tariff, C.R.C. No. 255, on less than statutory notice, to correct an error.

No. 47541, October 21. Permitting the Michigan Central Railroad to issue, upon one day's notice, a supplement to Tariff, C.R.C. No. 3486, cancelling the note in connection with items 690-A and 1460-D to the effect that mileage rates from Willow Grove, Ont., will apply from Hagersville, Ont., if lower.

No. 47598, October 30. Approving Express Traffic Association Supplement 14 to Tariff, C.R.C. No. E.T-694, covering Regulations and Specifications for Transportation by Express of Acids, Inflammables, Oxidizing substances, and samples of explosives.

No. 47627, November 12. Refusing the application of Samuel B. Humford, *et al*, for an order directing the Canadian National Railways to reduce freight charges on sand handled between Rochester, or Perryvale, to Edmonton, Alta.

No. 47682, November 17. Approving certain items in Supplement No. 2 to Canadian Freight Classification No. 18, with respect to pipe or pipe connections shipped with barn and stable fittings, pumps and windmills.

No. 47714, November 4. Approving International Railway Co's. Supplement No. 2 to Tariff, C.R.C. No. 1, covering toll to be charged in respect of Falls View bridge and Queenston—Lewiston bridge.

No. 47718, November 23. Approving Niagara Lower Arch Bridge Co's. Supplement 2 to Tariff, C.R.C. No. 1, containing toll to be charged for the use of the Lower Arch bridge at Niagara Falls.

No. 47725, November 23. Dismissing application of the Brock Co. (Western) Limited, for an order directing the inclusion of blankets, cotton or cotton shoddy, pillow cases, sheets and towels in mixed cars with cotton piece goods at the carload rating applying on cotton piece goods from Eastern Canadian points to Calgary, Alta.

No. 47726, November 24. Refusing application of the Battleford Board of Trade, Sask., for interchange facilities at Battleford between the Canadian Pacific and Canadian National Railways.

No. 47769, December 3. Dismissing application of the Kingsley Navigation Co., for an exception to General Order No. 326, dated January 14, 1921, in favour of those carriers operating from points of origin in the United States who accept payment of freight charges in Canadian funds.

No. 47789, November 30. Dismissing application of Canadian Cannery, Ltd., Hamilton, Ont., for the immediate cancellation of special commodity rates on canned foods from Quebec to Toronto, and Oakville to Montreal, or, failing such, that the same basis be accorded to all shippers and receivers of canned foods throughout Eastern Canada.

No. 47805, December 9. Dismissing application of Dominion Millers Association for reduction in rates on ex-lake grain from Canadian bay ports milled in transit and the products reshipped to points in Eastern Canada for domestic consumption.

No. 47811, December 9. Permitting the railway companies to publish and file cancellation supplements to tariffs published in conformity with Order No. 41016, dated June 30, 1928, with respect to ex-lake grain from Port Stanley, Ont.

No. 47826, December 12. Approving Supplement No. 2 to Algoma Eastern Railway Standard Tariff, C.R.C. No. 320, made necessary by reason of the fact that Canadian Pacific Railway has now absorbed the Algoma Eastern Railway Co.

No. 47851. December 16. Dismissing application of the Canadian National Railways, *et al*, for leave to join its Lulu Island Branch with the Vancouver and Lulu Island Railway, in the Municipality of Burnaby and at Tucks, B.C.

No. 47863. December 17. Dismissing application of the Humboldt Board of Trade, Humboldt, Sask., for an order directing the establishment of transfer facilities between the Canadian Pacific and Canadian National Railways.

No. 47878, December 18. Dismissing complaint of Lever Brothers, Toronto, Ont., regarding freight rates on cottonseed and peanut oil, carloads, from Montreal, P.Q., to Winnipeg, Man.

No. 47894. December 22. Approving Detroit and Windsor Subway Co.'s Tariffs, C.R.C. Nos. 7 and 8, covering tolls to be charged in respect of the Detroit tunnel.

No. 47909, December 24. Dismissing complaint of the Department of Public Works of New Brunswick against alleged excessive freight charges imposed by the Canadian National Railways on certain carload shipments of gravel shipped from Portage, P.E.I., to Rexton and Richibucto, N.B.

## TELEPHONE ORDERS

Order No.	Date	Connecting Company
46230	Feb. 3	Waterloo Municipal Telephone System.
46549	April 20	Crows Telephone Company, Limited.
46575	" 23	J. Grant Sprague (Sprague Telephone System).
46586	" 20	Corporation of the Township of Dryden.
46639	May 9	Scarboro Independent Telephone Company, Limited.
46712	" 22	Browning Island Telephone Line.
46832	June 16	People's Telegraph and Telephone Company, Limited.
46834	" 15	Department Lands and Forests, Province of Ontario.
46835	" 15	North River Telephone Association.
46836	" 16	MacDonald Telephone Company, Limited.
46840	" 16	Corporation of the City of Fort William.
46846	" 16	Rox Telephone Company, Limited.
46947	" 29	Maniwaki Power and Telephone Company.
47075	July 14	Balderson Telephone Company, Limited.
47094	" 16	Cobden Rural Telephone Company.
47112	" 20	Commissioners for the Telephone System of the Municipality of the Township of Mersea, and The White Telephone System, Limited.
47144	" 25	St. Lawrence Corporation, Limited.
47164	Aug. 6	Goderich Rural Telephone Company, Limited.
47166	" 7	Commissioners for the Telephone System of the Municipality of the Township of Colborne.
47180	" 6	Addington Telephone Company, Limited.
47263	" 26	People's Mutual Telephone Company, Limited.
47264	" 26	Lake of Bays and Haliburton Telephone Company, Limited.
47268	" 26	Adelaide Telephone Company, Limited.
47448	Sept. 29	La Compagnie de Telephone de Ste. Cecile de Whitton.
47451	" 29	La Compagnie de Telephone de St. Hubert de Spaulding.
47735	Nov. 24	Martintown Telephones.
47849	Dec. 15	La Compagnie de Telephone de L'Avenir.

Yours truly,

W. E. CAMPBELL,  
Chief Traffic Officer.



## APPENDIX "B"

REPORT OF THE CHIEF ENGINEER OF THE BOARD FOR THE YEAR  
ENDING DECEMBER 31, 1931

January 29, 1932.

A. D. CARTWRIGHT, Esq.,  
Secretary, Board of Railway Commissioners for Canada,  
Ottawa, Ont.

SIR,—I have the honour to submit herewith synopsis of my annual report as to the work of the Engineering Department of the Board during the year 1931.

Yours truly,

T. L. SIMMONS,  
*Chief Engineer.*

## ROUTE MAPS

Approval of general location of a portion of the Prince Albert-Lac la Biche Branch of the Canadian Pacific Railway from Debden to Meadow Lake, province of Saskatchewan.

Approval of general location of a portion of the Hamlin-Shellbrook Branch of the Canadian Pacific Railway from section 23, township 46, range 15, to section 36, township 46, range 10, W. 3 Mer., from mileage 0·0 to 36, province of Saskatchewan.

Approval of general location of the Kettle Valley Railway from Skaha, mileage 0·0 to Okanagan Falls, mileage 8·11, in the province of British Columbia.

## LOCATIONS

Approval of location of the Medstead Northeasterly Branch of the Canadian Pacific Railway from section 11, township 50, range 15, W. 3 Mer., at mileage 0 to section 7, township 54, range 11, W. 3 Mer., at mileage 36·75, province of Saskatchewan.

Approval of location of the Hamlin-Shellbrook Branch of the Canadian Pacific Railway from section 23, township 46, range 15, W. 3 Mer., at mileage 0·0 to section 24, township 46, range 11, W. 3 Mer., at mileage 28·76, in the province of Saskatchewan.

Approval of location of the Kettle Valley Railway from Skaha, mileage 0·0 to Okanagan Falls, mileage 8·11, in the province of British Columbia.

## REVISED LOCATION

Approval of revised location of the Grande Prairie Branch of the Northern Alberta Railways between mileages 134·47 and 138·97, province of Alberta.

Approval of revised location of the Crossfield Northwesterly Branch of the Canadian Pacific Railway from section 26, township 28, range 1, W. 5th Mer., at mileage 0·0 to section 4, township 30, range 4, W. 5 Mer., in the province of Alberta.

Approval of revised location of the Tuffnell-Prince Albert Branch of the Canadian Pacific Railway from section 32, township 51, range 22, W. 2 Mer., at mileage 186·83, to section 36, township 51, range 24, W. 2 Mer., at mileage 195·56, province of Saskatchewan.



Approval of revised location of the Thompson subdivision of the Canadian Pacific Railway from mileage 25·19 to 69·08, in the province of British Columbia.

Approval of revised location of the Prince Albert-Lac la Biche Branch of the Canadian Pacific Railway (Debden-Meadow Lake) from section 13, township 59, range 15, at mileage 78·85 to section 33, township 59, range 17, W. 3 Mer., province of Saskatchewan.

Approval of revised location of the Toronto Terminals Railway from a point east of Cherry street to a connection with the tracks of the Toronto Harbour Commission on Keating street, city of Toronto, Ont.

Revised location of the Medstead Northeasterly Branch of the Canadian Pacific Railway from section 13, township 53, range 13, W. 3 Mer., at mileage 26·77 to section 20, township 53, range 12, W. 3 Mer., at mileage 29·87 in the province of Saskatchewan.

Revised location of a portion of the Prince Albert-Lac la Biche Branch of the Canadian Pacific Railway (Debden-Meadow Lake) from mileage 0 to 37·52, in the province of Saskatchewan.

Revised location of a portion of the Dunelm Southwesterly Branch of the Canadian Pacific Railway from section 26, township 14, range 14, W. 3 Mer., at mileage 0·0 to section 27, township 11, range 16, W. 3 Mer., at mileage 26·22, in the province of Saskatchewan.

Revised location of a portion of the Fife Lake Westerly Branch of the Canadian Pacific Railway from section 10, township 3, range 30, W. 3 Mer., at mileage 0·0 to section 7, township 2, range 3, W. 3 Mer., at mileage 25·58 in the province of Saskatchewan.

Revised location of a portion of the Medstead Northeasterly Branch of the Canadian Pacific Railway from section 21, township 53, range 12, W. 3 Mer., at mileage 30·57 to section 12, township 54, range 12, W. 3 Mer., at mileage 35·85 in the province of Saskatchewan.

Revised location of the Tuffnell-Prince Albert Branch of the Canadian Pacific Railway from section 2, township 52, range 22, W. 2 Mer., at mileage 183·42 to a point in section 22, township 51, range 25, W. 2 Mer., at mileage 203·9 in the province of Saskatchewan.

Revised location of the Estevan-Forward Branch of the Canadian Pacific Railway from section 22, township 2, range 8, W. 2 Mer., at mileage 0·0 to section 23, township 2, range 9, W. 2 Mer., at mileage 6·14 in the province of Saskatchewan.

Revised location of the Algoma Central and Hudson Bay Railway from mileage 91·04 to 91·35 in township 27, range 15, district of Algoma, province of Ontario.

Revised location of the Canadian National Railways between mileage 35 and 37·5 Beachburg subdivision, in township of Fitzroy, province of Ontario.

Revised location of a portion of the Prince Albert-Lac la Biche Branch of the Canadian Pacific Railway from section 7, township 54, range 11, W. 3 Mer., at mileage 37·52 to section 13, township 54, range 11, W. 3 Mer., at mileage 78·85 in the province of Saskatchewan.

Revised location of the Skaha-Okanagan Falls Branch of the Kettle Valley Railway from mileage 4·48 to 5·69 through lots 1035 and 1045, Similkameen Division of Yale District, province of British Columbia.

Revised location of the Canadian Pacific Railway Kootenay Landing-Proctor Branch, from west limit of lot 9642, G. 1, at mileage 0·00 to point in sub-lot No. 10, lot 309 G. 1, at mileage 34·0, Kootenay District, province of British Columbia.

Revised location of Swift Current Southeasterly Branch (Vanguard-Meyronne) of the Canadian Pacific Railway from section 15, township 11, range 10, W. 3 Mer., mileage 44·15 to section 23, township 7, range 8, W. 3 Mer., mileage 75·38 in the province of Saskatchewan.

Revised location of portion of the Rosetown Southeasterly Branch of the Canadian Pacific Railway from section 14, township 30, range 15, W. 3 Mer., mileage 0.0 to section 35, township 29, range 15, W. 3 Mer., mileage 3.08 in province of Saskatchewan.

Revised location of the New York Central Railroad between Malone, state of New York, and Valleyfield, province of Quebec, mileage 26.44 to 29.16.

Revised location of a portion of the Rosetown Southeasterly Branch of the Canadian Pacific Railway in southeast quarter of section 14, township 30, range 15, W. 3 Mer., mileage 0.0 to southeast quarter of section 26, township 27, range 16, W. 3 Mer., mileage 17.63, province of Saskatchewan.

#### RAILWAY CROSSINGS

Crossing of the tracks of the Canadian Pacific Railway and the Montreal Tramways on Stanley Bagg avenue, Montreal, P.Q., by the Canadian National Railways.

Overhead crossing of the Canadian Pacific Railway in lot 12, concession 2, township of Neebing, province of Ontario, by the Canadian National Railways.

Crossing of the tracks of the Canadian Pacific Railway by the Canadian National Railways on Brader street, Regina, Sask.

Crossing of the tracks of the Montreal Tramways by the Marien Avenue spur of the Canadian National Railway in town of Montreal East, P.Q.

Crossing of the Canadian Pacific Railway at a point west of Mark street, Sudbury, Ont., by the Canadian National Railways.

Crossing of the Canadian Pacific Railway by the tracks of the Toronto Transportation Commission at Lansdowne avenue, Toronto, Ont., by means of a subway.

Crossing of the Canadian National Railways by the Canadian Pacific Railway in section 24, township 46, range 12, W. 3 Mer., in the province of Saskatchewan.

Crossing of the main line of the Canadian Pacific Railway by two tracks of the Regina Street Railway on Winnipeg street, Regina, Sask.

Crossing of the tracks of the Canadian National Railways by the Canadian Pacific Railway in section 2, township 30, range 15, W. 3 Mer., at mileage 1.40 Rosetown Southeasterly Branch, in the province of Saskatchewan.

#### INTERLOCKING PLANTS

Removal of diamonds and interlocking appliances at crossing of Canadian National Railways by the London Street Railway at Rectory street, city of London, Ont.

Approval of changes at Tower No. 4, Windsor, Ont., in connection with improvements to automatic block signals and train control, by the Michigan Central Railroad.

Installation of interlocking plant at crossing of Canadian Pacific Railway main double track, its Bulyea Branch single track and the Regina Municipal Railway by the Canadian National Railways on Brader street, Regina, Sask.

Installation of interlocking plant at the crossing of the tracks of the Montreal Tramways by the Canadian National Railways on Broadway avenue, in the town of Montreal East, province of Quebec.

Removal of diamond at crossing of the Sarnia Street Railway by the Canadian National Railways at Christina street, Sarnia, Ont.

Approval of changes in the interlocking plant at the crossing of the Canadian Pacific Railway and the Canadian National Railways at de Beaujeu, P.Q., mileage 35.4 Winchester subdivision, Canadian Pacific Railway.

Installation of automatic signals at the crossing of the Canadian Pacific Railway by the Canadian National Railways at Vankleek Hill, Ont.

Reconstruction of the interlocking plant at the crossing of the Canadian Pacific Railway by the Canadian National Railways at Arnprior, Ont.

Removal of interlocking plant at crossing of the Canadian Pacific Railway by the Canadian National Railways at St. Johns, P.Q., mileage 20·8 Adirondack subdivision.

Installation of interlocking plant at crossing of Canadian Pacific Railway by the Canadian National Railways at Davenport, city of Toronto, Ont., mileage 5·27 North Toronto Branch.

Reconstruction of interlocking plant at crossing of the Canadian Pacific Railway and the Ottawa and New York Railway at Finch, Ont.

Installation of interlocking plant at crossing of the Canadian National Railways and the Canadian Pacific Railway in section 24, township 46, range 12, W. 3 Mer., in the province of Saskatchewan.

Installation of half interlocking plant at crossing of the Canadian Pacific Railway by the Regina Street Railway on Winnipeg street, Regina, Sask.

Reconstruction of interlocking plant at the crossing of the Michigan Central Railroad and the Canadian National Railways at Canfield, Ont.

Reconstruction of interlocking plant at crossing of the Toronto, Hamilton and Buffalo Railway by the Michigan Central Railroad at Attercliffe, Ont.

Reconstruction of interlocking plant protecting swing bridge over Little Current Channel, mileage 85·4 Nickel subdivision of the Canadian Pacific Railway.

Installation of half interlocking plant at crossing of the Canadian National Railways by the Montreal Tramways at mileage 6·04 Cornwall subdivision, in the province of Quebec.

Installation of interlocking plant at crossing of Canadian National Railways by the Canadian Pacific Railway in section 2, township 30, range 15, W. 3 Mer., in the province of Saskatchewan.

#### OPERATION OF INTERLOCKING PLANTS

Operation of interlocking plant at the crossing of the Sudbury Cooper Cliff Suburban Electric Railway by the Canadian Pacific Railway on Elm street, Sudbury, Ont.

Operation crossings and junctions within the scope of the interlocking plant at Dundurn street, Hamilton, Ont., by the Toronto, Hamilton and Buffalo Railway.

Operation of interlocking plant at crossing of the Michigan Central Railroad by the Pere Marquette Railway at Leamington, Ont.

Operation of interlocking plant at crossing of the Pere Marquette Railway, Michigan Central Railway, and the Windsor Essex and Lake Shore Railway at Pelton, Ont.

Operation of interlocking plant at crossing of Cherry street Junction and Don Esplanade, city of Toronto, Ont., by the Toronto Terminals Railway.

Operation of interlocking plant at crossing of Carruthers subdivision of the Canadian National Railways by the Canadian Pacific Railway in section 1, township 44, range 21, W. 3 Mer., in the province of Saskatchewan.

Operation of interlocking plant at crossing of the Canadian National Railways by the Lanigan-Prince Albert Branch of the Canadian Pacific Railway near Fenton, Sask.

Operation of interlocking plant at crossing of the Canadian National Railways by the Lanigan-Prince Albert Branch of the Canadian Pacific Railway at Humboldt, Sask.



Operation of interlocking plant at crossing of the Canadian National Railways at mileage 111·4 Lanigan-Prince Albert Branch, Canadian Pacific Railway, in the province of Sask.

Operation of interlocking plant at crossing of the Canadian National Railways by the Wolfe Cove Branch of the Canadian Pacific Railway at St. Cyrille street, Quebec, P.Q.

Operation of interlocking plant at crossing of the tracks of the Quebec Harbour Commissioners at mile 1·51 by the Wolfe Cove Branch of the Canadian Pacific Railway.

Operation of interlocking plant at Scott street interlocking station at Toronto, Ont., by the Toronto Terminals Railway.

Operation of interlocking plant at crossing of Pere Marquette Railway by the Michigan Central Railroad at McGregor, Ont.

Operation of interlocking plant at crossing of Canadian National Railways by the Oshawa Electric Railway at Oshawa, Ont.

Operation of interlocking plant at John street, Toronto, Ont., by the Toronto Terminals Railway.

Operation of interlocking plant at crossing of the Canadian National Railways by the Canadian Pacific Railway at Davenport, in the city of Toronto, Ont., mileage 5·27 North Toronto Branch.

Operation of half interlocking plant at crossing of Montreal Tramways by the Marien Avenue spur of the Canadian National Railways on Broadway avenue, Montreal East, P.Q.

#### OPERATION OF BRIDGES

Operation of bridge over the Canadian National Railway on Sandwich street, Walkerville, Ont.

Operation of bridge over the Canadian National Railway on the Kingston road in lots 14 and 15, concession D, township of Scarborough, province of Ontario.

Operation of bridge at mileage 236 Oshawa subdivision, Canadian National Railways, four miles west of Trenton, Ont.

Operation of bridge on Bethune street, Peterborough, Ont., by the Canadian National Railways.

Operation of bridge over the Welland river, 1·35 miles west of Welland station, Ont., by the Toronto, Hamilton and Buffalo Railway.

Operation of bridge over the Becancour river by the Canadian Pacific Railway at mileage 87·9, Sorel subdivision, in the province of Quebec.

Operation of bridge over Guy street, Montreal, P.Q., by the Canadian Pacific Railway.

Operation of drawbridge No. 70, over the Serpentine river, by the Great Northern Railway in the province of British Columbia.

Operation of drawbridge No. 8 over the New Welland ship canal by the Canadian National Railways.

Operation of bridge over Bathurst street, Toronto, Ont., by the Canadian National Railways.

Operation of bridge No. 0·7 Windsor subdivision of the Canadian Pacific Railway.

Operation of bridge No. 0·3 Windsor subdivision of the Canadian Pacific Railway.

Operation of bridge No. 3·9 Windsor subdivision of the Canadian Pacific Railway.

Operation of bridge No. 72·6 Windsor subdivision of the Canadian Pacific Railway.

Operation of bridge No. 56·4 Galt subdivision of the Canadian Pacific Railway.



Operation of bridge No. 56·5 Galt subdivision of the Canadian Pacific Railway.

Operation of bridge No. 36·6 Galt subdivision of the Canadian Pacific Railway.

Operation of bridge No. 107·2 Galt subdivision of the Canadian Pacific Railway.

Operation of bridge No. 8·6 Galt subdivision of the Canadian Pacific Railway.

Operation of bridge No. 81·4 Galt subdivision of the Canadian Pacific Railway.

Operation of bridge No. 14·9 Galt subdivision of the Canadian Pacific Railway.

Operation of bridge No. 56·6 Galt subdivision of the Canadian Pacific Railway.

Operation of bridge No. 0·5 Windsor subdivision of the Canadian Pacific Railway.

Operation of bridge No. 80·8 Windsor subdivision of the Canadian Pacific Railway.

Operation of bridge No. 0·6 Windsor subdivision of the Canadian Pacific Railway.

Operation of bridge No. 58·1 Galt subdivision of the Canadian Pacific Railway.

Operation of bridge No. 98·17 Empress subdivision of the Canadian Pacific Railway.

Operation of bridge No. 97·05 Empress subdivision of the Canadian Pacific Railway.

#### RAILWAY CONNECTIONS

Connection between the Canadian National Railways and the Algoma Eastern Railway near Clarabelle Junction, Ont.

Connection between Canadian Pacific Railway (Medstead Northeasterly Branch) and the Canadian National Railways in section 11, township 50, range 15, W. 3 Mer., province of Saskatchewan.

Connection between branch line of the Canadian Pacific Railway serving the Rosedale Coal Company and the Canadian National Railways in northwest quarter of section 28, township 28, range 19, W. 4 Mer., at mileage 84·5 Langdon North Branch of the Canadian Pacific Railway.

Connection between the Marien avenue spur with the L'Assomption subdivision of the Canadian National Railways in town of Montreal East, P.Q.

Connection between the Neidpath-Swift Current Branch of the Canadian National Railway and the Vanguard Branch of the Canadian Pacific Railway in the southeast quarter of section 30, township 15, range 13, W. 3 Mer., in the province of Saskatchewan.

Connection between the Canadian National Railways and the Algoma Eastern Railway in the city of Sudbury, province of Ontario.

Connection between the Canadian Pacific Railway (Hamlin-Shellbrook Branch) and the Canadian National Railways (Turtleford Southeasterly Branch) in section 23, township 46, range 15, W. 3 Mer., in the province of Saskatchewan.

Connection between the Canadian Pacific Railway and the Canadian National Railways at a point west of Youngstown, Alta., in section 4, township 30, range 9, W. 4 Mer., in the province of Alberta.

Connection between the Canadian Pacific Railway and the British Columbia Electric Railway on East Railway street, Abbotsford, B.C.

Connection between the Canadian National Railways and the Oshawa Electric Railway at Oshawa, Ont.

Interchange track between the New York Central Railroad and the Pere Marquette Railway at Fargo, Ont.

Transfer track between the Canadian Pacific Railway and the Canadian National Railways at Basque, B.C.

Connection between the Canadian National Railways and the Canadian Pacific Railway in the southeast quarter of section 2, township 40, range 13, W. 4 Mer., in the province of Alberta.

Connection between the Grand Trunk Pacific Saskatchewan Railway (C.N.R.) and the Canadian National Railways at Weyburn, Sask.

Connection between the Empire avenue cut-off of the Canadian National Railways and the Grand Trunk Pacific Railway (Empire avenue line) at Fort William, Ont.

Connection between the Canadian Pacific Railway, and Prince Albert-Lac la Biche Branch, with the tracks of the Canadian National Railways in southwest quarter of section 31, township 52, range 6, W. 3 Mer., at Debden, Sask.

#### OPENING FOR TRAFFIC

Opening for traffic of the Northern Alberta Railway from mileage 89.0 to 138.8, province of Alberta.

Opening for traffic six tracks of the Toronto Terminal Railway between John and Jarvis streets, in the city of Toronto, Ont.

Opening for traffic of the high level tracks of the Canadian National Railways from a point just east of D'Argenson street to a point just west of Wellington street, between Turcot and Point St. Charles, Montreal, P.Q.

Opening for traffic deviation of the Montreal and Southern Counties Railway in the town of Montreal South, P.Q.

Opening for traffic of double track of the main line of the Canadian National Railways in city of Fort William, Ont., from mileage 4.86 to 7.36 Kashabowie subdivision.

Opening for traffic portion of the Kettle Valley Railway, Skaha to Okanagan Falls Branch, mileage 0.00 to 8.11, in the province of British Columbia.

Opening for traffic Marien spur of the Canadian National Railways from connection at mileage 29.7 L'Assomption subdivision, for a distance of 1.11 miles.

Opening for traffic of the Oshawa Railway through the subway at Simcoe street, Oshawa, Ont.

Opening for traffic of the Canadian National Railways between mileage 35 and 37.5 Beachburg subdivision, in the township of Fitzroy, province of Ontario.

Opening for traffic of the Canadian National Railways temporary deviation between mileage 44.2 and 44.78, Alexandria subdivision.

Opening for traffic portions of the Thompson subdivision of the Canadian Pacific Railway as revised between mileages 25.3 and 31.2, 35.4 and 38.1, 39.6 and 40.6, 54.5 and 56.8, 58.9 and 60.6, and 61.8 and 62.1, in the province of British Columbia.

Opening for traffic portion of the Estevan-Forward Branch of the Canadian Pacific Railway from mileage 0.0 to 6.10, province of Saskatchewan.

Opening for traffic portion of the Rosetown Southeasterly Branch of the Canadian Pacific Railway from mileage 0.00 to 17.60, province of Saskatchewan.

Opening for traffic portion of the Toronto, Hamilton and Buffalo Railway between Park street on the west and Victoria avenue on the east, in the city of Hamilton, Ont.

Opening for traffic portion of the Prince Albert-Lac la Biche Branch of the Canadian Pacific Railway (Debden-Meadow Lake) from mile 0.0 to 94.3, province of Saskatchewan.

Opening for traffic of the line of the Toronto, Hamilton and Buffalo Railway from mileage 9·13 to 10·1 from Welland, Ont.

Opening for traffic of the Ridgedale Northeasterly Branch of the Canadian National Railways from mileage 23·70 to mileage 52·65, province of Saskatchewan.

Opening for traffic of the Unity Southwesterly Branch of the Canadian National Railways from a junction with the Grand Trunk Pacific Railway (C.N.R.) at Unity, Sask., to a point in the vicinity of Salander, Sask., a distance of 27 miles.

Opening for traffic of the Unity Southwesterly Branch of the Canadian National Railways from mileage 27·0 to 52·0 in the province of Saskatchewan.

Opening for traffic portion of the Swift Current Northwesterly Branch of the Canadian Pacific Railway from mileage 0 at Coronation to mileage 28·74 at Barkinshaw in the province of Alberta.

Opening for traffic of the Crossfield Northwesterly Branch of the Canadian Pacific Railway from mileage 0 to 28, in the province of Alberta.

Opening for traffic portion of Canadian Pacific Railway Branch Line through North Battleford, Sask., mileage 0·00 to 0·54.

Opening for traffic of the Lanigan-Prince Albert Branch of the Canadian Pacific Railway from mileage 111·4 to 112, province of Saskatchewan.

Opening for traffic portion of the Asquith Cloan Branch of the Canadian Pacific Railway from mileage 29·83 to 43·82, in the province of Saskatchewan.

Opening for traffic of the Wolfe Cove Branch of the Canadian Pacific Railway from mileage 0 to 1·51 in parish of St. Colomb de Sillery, in the province of Quebec.

Opening for traffic portion of the Canadian Pacific Railway (Lacombe and Northwestern Railway) from mileage 92·13 at Thorsby, Alta., to mileage 112·5 at Leduc, Alta.

Opening for traffic of the Hamlin-Glenbush Branch of the Canadian National Railways, from junction with the Turtleford subdivision of the Canadian National Railways at mileage 10·89 to a connection with the Robinhood subdivision at mileage 50·27, near Glenbush, Saskatchewan.

Opening for traffic of the Oka spur of the Canadian National Railways from mileage 0·0 to 5·74, in the province of Quebec.

Opening for traffic of the line of the Canadian Pacific Railway from Rockglen, mileage 0·0 to Killdeer, mileage 24·9, in the province of Saskatchewan.

Opening for traffic of new connection between Canadian National Railways and the Algoma Central Railway in town of Sudbury, Ont.

#### PROTECTION AT HIGHWAY CROSSINGS

Installation of bell and wig-wag signal at the third crossing north of Burlington Junction, Milton Subdivision, in the province of Ontario, by the Canadian National Railways.

Improvement to view at highway crossing between concessions 9 and 10, township of McNab, county of Renfrew, province of Ontario, by the Canadian National Railways.

Installation of automatic bell and wig-wag at highway crossing at Harvey, N.B., by the Canadian Pacific Railway.

Installation of automatic bell and wig-wag at highway crossing one-half mile east of Melton Station, Ont., by the Canadian National Railways.

Installation of wig-wag signal at the crossing of Grand Ile avenue, in the city of Salaberry de Valleyfield, province of Quebec, by the Canadian National Railways.



Removal of obstructions to view at crossing of the highway by the Canadian Pacific Railway just south of Ivry Station, county of Labelle, province of Quebec.

Installation of automatic bell and wig-wag signal at crossing of James street, St. Mary's, Ont., by the Canadian National Railways.

Installation of automatic bell and wig-wag signal at crossing of Park street, Peterborough, Ont., by the Canadian National Railways.

Removal of obstructions to view at crossing of highway south of Shakespeare, Ont., by the Canadian National Railways.

Installation of automatic bell and wig-wag signal at the crossing of the highway at mileage 23.95 Saint John Subdivision at Welsford, N.B., by the Canadian Pacific Railway.

Installation of automatic bell and wig-wag signal at first public crossing west of Milverton Station, Ont., by the Canadian Pacific Railway.

Removal of obstructions to view at third highway crossing east of Brampton, Ont., by the Canadian National Railways.

Installation of wig-wag signal at crossing of highway by the Canadian National Railways one-half mile east of Guelph Junction, Ont.

Installation of automatic bell and wig-wag signal at crossing of highway at east end of the town of Lawrencetown, N.S., by the Dominion Atlantic Railway.

Installation of automatic bell and wig-wag signal at crossing of Jane street, Weston, Ont., by the Canadian Pacific Railway.

Installation of automatic bell and wig-wag signal at crossing of Jane street, Weston, Ont., by the Canadian National Railways.

Installation of bell and wig-wag signal at crossing of highway at Heather-ton Station, N.S., by the Canadian National Railways.

Installation of a gate at the south side of highway crossing at the west end of Victoria bridge, in city of Montreal, province of Quebec, by the Canadian National Railways.

Changes in automatic bell and wig-wag signals installed at crossing of King street, Port Colborne, Ont., by the Canadian National Railways.

Installation of two sets of wig-wag signals at crossing of highway one-half mile east of Guelph Junction, Ont., by the Canadian National Railways.

Installation of two sets of bells and wig-wags at crossing of highway at mileage 47.0 Winchester Subdivision of the Canadian Pacific Railway.

Installation of two automatic bells and wig-wags at crossing of Tilbury street, Tilbury, Ont., by the Michigan Central Railway.

Installation of two automatic bells and wig-wags at crossing of Side road, Springfield, Ont., by the Michigan Central Railroad.

Installation of two automatic bells and wig-wags at crossing of Main street, Chesterville, Ont., by the Canadian Pacific Railway.

Installation of automatic bell and wig-wag signals at crossing of Ingersoll road, Woodstock, Ont., by the Canadian National Railways.

Installation of two automatic bells and wig-wags at crossing of highway at mileage 95.84 Winchester Subdivision at Mountain, Ont., by the Canadian Pacific Railway.

Revision of operating circuits of bell and wig-wag signals at highway crossing at Apple Hill, Ont., by the Canadian Pacific Railway.

Installation of bell and wig-wag signal at crossing of St. Lawrence street, Winchester, Ont., by the Canadian Pacific Railway.

Installation of two automatic bell and wig-wag signals at crossing of Side road, St. Clair Junction, Ont., by the Michigan Central Railroad.

Installation of two automatic bells and wig-wags at crossing of Concession Road, Fletcher, Ont., by the Michigan Central Railroad.



Installation of two automatic bells and wig-wags at second public crossing east of West Lorne, Ont., by the Michigan Central Railroad.

Installation of two automatic bells and wig-wags at crossing of Side road at Lythmore, Ont., by the Michigan Central Railroad.

Installation of two automatic bells and wig-wags at the crossing of the Town Line road, Brownsville, Ont., by the Michigan Central Railroad.

Installation of two automatic bells and wig-wags at crossing of Side road, Perry, Ont., by the Michigan Central Railroad.

Installation of two automatic bells and wig-wags at crossing of Second Concession road, Fraser, Ont., by the Michigan Central Railroad.

Installation of two automatic bells and wig-wags at crossing of Darkey side road, Canfield, Ont., by the Michigan Central Railroad.

Installation of two automatic bells and wig-wags at crossing of Cole road, Hawtrey, Ont., by the Michigan Central Railroad.

Installation of automatic wig-wag at crossing of Main street, Rockwood, Ont., by the Michigan Central Railroad.

Installation of two automatic bells and wig-wag signals at crossing of La Salette road, La Salette, Ont., by the Michigan Central Railroad.

Installation of two automatic bells and wig-wags at crossing of Creek road, Fraser, Ont., by the Michigan Central Railroad.

Installation of two automatic bells and wig-wags at crossing of Southworth street, Welland, Ont., by the Michigan Central Railroad.

Installation of two automatic bells and wig-wags at crossing of Argyle road and the side road at Fraser, Ont., by the Michigan Central Railroad.

Installation of two automatic bells and wig-wags at crossing of the 4th Concession road, Pelton, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wags at crossing of Malden road, Maidstone, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wags at crossing of Rear road, Pelton, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wags at crossing of Sexton side road, Pelton, Ont., by the Michigan Central Railroad.

Installation of double automatic bells and wig-wags at crossing of Yarmouth Center road, Yarmouth, Ont., by the Michigan Central Railroad.

Installation of double automatic bells and wig-wags at crossing of Raceway street, Welland, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wags at crossing of 3rd Concession and Carl's roads, Welland, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wags at crossing of Town Line road, Pelton, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wags at crossing of Springvale road at Townsend, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wags at crossing of Edgeware road at Kingsmill, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wags at crossing of Town Line at Hawtrey, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wags at crossing of County road, Brockfield, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wags at crossing of School House road, Bridgeburg, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wags at crossing of School road, Netherby, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wags at crossing of Second Line road, Dufferin, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wags at crossing of MacFarlane road, Edwards, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wags at crossing of First side road, Canfield, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wags at crossing of Lightenburger road, Bridgeburg, Ont., by the Michigan Central Railroad.

Installation of automatic bell and wig-wag at crossing of Christina street, Sarnia, Ont., by the Michigan Central Railroad.

Improvement to view at highway crossing at Wilsonvale, P.Q., by removal of obstructions to view and establishing an easement and sight lines at said crossing by the Canadian National Railways.

Installation of wig-wag signal in addition to existing bell at the crossing of Des Ormeaux street, Montreal, P.Q., by the Canadian National Railways.

Installation of automatic bell and wig-wag signal at crossing of highway immediately west of Selim Station, Ont., by the Canadian Pacific Railway.

Installation of automatic bell and wig-wag signal at crossing of Aylmer street, Peterborough, Ont., by the Canadian Pacific Railway.

Installation of automatic bell and wig-wag signal at crossing of Park street, Peterborough, Ont., by the Canadian Pacific Railway.

Removal of obstructions to view at crossing of No. 3 Provincial Highway, one mile north of Simcoe, Ont., by the Canadian National Railways.

Improvement to view at the crossing of Isabella street, Parry Sound, Ont., by the Canadian National Railways and the Canadian Pacific Railway.

Installation of automatic bell and wig-wag signal at crossing of highway at Horne Payne, 0.26 miles east of city limits of Vancouver, B.C., by the British Columbia Electric Railway.

Installation of wig-wag signal in addition to existing electric bell, and a second wig-wag signal on the opposite side of the double track at the first highway crossing west of Lansdowne, Ont., by the Canadian National Railways.

Installation of automatic bell and wig-wag signal at crossing of Lansdowne avenue, Kingsville, Ont., by the Pere Marquette Railway.

Installation of illuminated electric bell with wig-wag signal at crossing of Kingston road in lot 33, concession 1, county of Hastings, province of Ontario, by the Canadian National Railways.

Improvement to view at the crossing of the highway by the Canadian National Railways at mile 129.71, Yarmouth subdivision, at Pleasant Lake, N.S.

### RAILWAY GRADE CROSSING FUND

In accordance with the provisions of subsection (5) of section 262 of the Railway Act, 1909, provision was made that the sum of \$200,000 each year, for ten consecutive years from the 1st day of April, 1909, be appropriated and set apart from the consolidated revenue fund for the purpose of aiding actual construction work for the protection, safety and convenience of the public in respect of railways at rail level, in existence on the 1st day of April, 1909, the said sums to be placed to the credit of a special account to be known as "The Railway Grade Crossing Fund," to be applied by the Board, subject to certain limitations set out in the Act, and amending Acts, solely towards the cost (not including that of maintenance and operation) of actual construction work for the purpose specified. In 1919, the same sum was voted for another ten years and again in 1929.

In 1928, the Railway Act was amended by chapter 43, 18-19 George V, and provision was made that in the case of any one crossing the total amount of money to be applied by the Board out of the Railway Grade Crossing Fund, in providing protection, safety and convenience for the public, shall be 40 per cent of the cost of the actual construction work, and in no case shall the contribution exceed \$100,000.

Provision is also made that, in case any province contributes towards the Railway Grade Crossing Fund, the Board may apportion, direct and order payment out of the amount so contributed by such province for the purpose of said Fund, subject to any conditions and restrictions made and imposed by such province in respect of its contribution.

From the 1st day of April, 1909, to the 31st day of December, 1931, the Board has ordered contributions from the Railway Grade Crossing Fund towards the protection of 1,393 crossings, as follows:—

By automatic interlocking plants (street railway protection).....	14
Closing crossings.....	174
Crossings eliminated.....	95
Diversion and overhead bridge.....	7
Diversion and subway.....	4
Diversion to subway.....	4
Electric bell.....	203
Electric bell and flashlight.....	2
Electric bell and wigwag.....	423
Electric bell and wigwag and removing obstructions to view.....	7
Easing curve on approach to bridge.....	1
Gates.....	125
Gates—automatic.....	3
Gates—electric.....	1
Gates and hani interlocker.....	1
Grade reduction on crossing approaches.....	6
Footbridge.....	1
Lengthening ringing circuit of bells.....	2
Lightning flash signals.....	50
Overhead bridges.....	53
Removing obstructions to view.....	89
Removing obstructions to view and reducing grade.....	6
Shelter (watchman's).....	1
Subways.....	110
Tower watchman's.....	3
Tunnel.....	1
Wigwags.....	7

There were 221 highway diversions constructed which made it possible to close 174 crossings and eliminate traffic from 95 crossings.

During the year 1931, protection was provided at 194 crossings, as follows:—

By closing crossings.....	19
Crossings eliminated.....	11
Diversion and overhead bridge.....	2
Diversion and subway.....	1
Electric bell and wigwag.....	51
Removing obstructions to view.....	6
Subway.....	3
Electric gates.....	1

There were 19 highway diversions constructed during the year 1931, which made it possible to close 19 crossings and eliminate traffic from 11 crossings.

During the year, \$1,017,739.38 was spent out of the Railway Grade Crossing Fund.

#### CONTRIBUTIONS FROM THE RAILWAY GRADE CROSSING FUND

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing bell and wig-wag at third crossing north of Burlington Junction, Ont., by the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of improvement to view at crossing of highway between concessions 9 and 10, township of McNab, county of Renfrew, province of Ontario, by the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of diversion of public road in sections 30 and 31, township 83, range 21, W. 5 M.,



and closing of two crossings in southwest quarter of section 31, township 83, range 21, W. 5 M., by the Northern Alberta Railway.

Contribution of 40 per cent from Grade Crossing Fund towards cost of constructing a subway under the Canadian National Railway tracks at the Plains Road crossing at Burlington Junction, Ont., by the Department of Highways of the province of Ontario.

Contribution of 40 per cent from Grade Crossing Fund towards cost of constructing a subway under their tracks on St. Clair avenue, Toronto, Ont., by the Canadian National Railways.

Contribution of 20 per cent from Grade Crossing Fund towards cost of diverting the Vernon-Salmon Arm Highway north of Armstrong, B.C., and to construct an overhead crossing of the Canadian Pacific Railway in sections 15 and 22, township 35, K.D., Yale District, province of British Columbia.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing automatic bell and wig-wag signal at highway crossing at Harvey, N.B., by the Canadian Pacific Railway.

Contribution of 40 per cent from Grade Crossing Fund towards cost of diversion of Little Bras d'Or-Grand Narrows Highway, near Long Island, Cape Breton county.

Contribution of 40 per cent from Grade Crossing Fund towards the cost of diversion of the Montreal-Ottawa Highway in the village of Vaudreuil for elimination of traffic over the Lake Shore Road crossings of the Canadian National and the Canadian Pacific Railways in the village of Vaudreuil, P.Q.

Contribution of 40 per cent from Grade Crossing Fund towards the cost of constructing a subway under the tracks of the Canadian Pacific Railway at Winnipeg street, Regina, Sask.

Contribution of 30 per cent from Grade Crossing Fund towards cost of diverting the Vernon-Salmon Arm road from north end of Knight street, in town of Enderby, province of British Columbia.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing automatic bell and wig-wag signals at crossing of James street, St. Mary's, Ont., by the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing automatic bell and wig-wag signal at crossing of Park street, Peterborough, Ont., by the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing automatic electric bell and wig-wag signal at public crossing between lots 10 and 11, concession 7, township of Toronto Gore, county of Peel, one-half mile east of Malton Station, in the province of Ontario, by the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing wig-wag signal at the crossing of Grand Ile avenue, in the city of Salaberry de Valleyfield, province of Quebec, by the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of diverting highway from Chiblow street, town of Blind River, Ont., on the line of the Canadian Pacific Railway.

Contribution of \$8,680.24 from Grade Crossing Fund towards cost of diversion of the transprovincial highway at mileage 35.65, Sirdar subdivision of Canadian Pacific Railway in the province of British Columbia.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing wig-wag signal at crossing of highway by the Canadian National Railways one-half mile east of Guelph Junction, Ont.



Contribution of 40 per cent from Grade Crossing Fund towards cost of installation of bell and wig-wags at crossing of Tilbury street, Tilbury, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund towards cost of removal of obstructions to view at the crossing of the highway south of Shakespear, Ont., by the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing automatic bell and wig-wag at highway crossing at Welsford, N.B., by the Canadian Pacific Railway.

Contribution of 40 per cent from Grade Crossing Fund towards cost of diverting the highway and constructing same across the Canadian National Railways in northeast quarter of section 36, township 56, range 7, W. 5 M., province of Alberta.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing automatic bell and wig-wag signals at first public crossing west of Milverton Station, Ont., by the Canadian Pacific Railway.

Contribution of 40 per cent from Grade Crossing Fund towards cost of diverting the Shefford road, in the township of Roxton, province of Quebec, on the line of the Canadian Pacific Railway.

Contribution of 40 per cent from Grade Crossing Fund towards cost of improving the view at crossing of road allowance in lots 25 and 26, concession 8, township of Albion, province of Ontario, by the Canadian Pacific Railway.

Contribution of 40 per cent from Grade Crossing Fund towards cost of removing obstructions to view at third highway crossing east of Brampton, Ont., by the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing automatic bell and wig-wag signal at crossing of the highway by the Dominion Atlantic Railway at the east end of the town of Lawrencetown, N.S.

Contribution of 40 per cent from Grade Crossing Fund towards cost of making changes in wig-wag and bell installed at crossing of King street, Port Colborne, Ont., by the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installation of two sets of wig-wags at crossing of highway one-half mile east of Guelph Junction, Ont., by the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing two sets of bells and wig-wags by the Canadian Pacific Railway at mileage 47.0, Winchester Subdivision, in the province of Ontario.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing automatic bell and wig-wag signal at crossing of Jane street, Weston, Ont., by the Canadian Pacific Railway.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing automatic bell and wig-wag signal at crossing of Jane street, Weston, Ont., by the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of installing automatic bell and wig-wag signal at crossing of the highway at Heatherton Station, province of Nova Scotia, by the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund towards cost of diversion of highway near Wakefield, P.Q., on the line of the Canadian Pacific Railway.

Contribution of 40 per cent from Grade Crossing Fund towards cost of diverting Perron Boulevard and the road leading to the station at Chandler, P.Q., to the north side of the main line of the Canadian National Railways.

Contribution of 40 per cent of cost of constructing subway under tracks of Canadian Pacific Railway at Laviolette street, Three Rivers, P.Q., not exceeding \$100,000, from Grade Crossing Fund, when funds are available.

Contribution of 40 per cent from Grade Crossing Fund when funds are available, towards cost of installing two automatic bells and wig-wags at crossing of Side road, Springfield, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund when funds are available, towards cost of installing two automatic bells and wig-wags at crossing of Main street, Chesterville, Ont., by the Canadian Pacific Railway.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing automatic bell and wig-wag signals at crossing of Ingersoll road, Woodstock, Ont., by the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two automatic bells and wig-wag signals at crossing of highway at mileage 95.84, Winchester Subdivision, at Mountain, Ont., by the Canadian Pacific Railway.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of revising the operating circuits of the bell and wig-wag signals at highway crossing at Apple Hill, Ont., by the Canadian Pacific Railway.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing bell and wig-wag signals at crossing of St. Lawrence street, Winchester, Ont., by the Canadian Pacific Railway.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two automatic bells and wig-wag signals at crossing of Side road at St. Clair Junction, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two automatic bells and wig-wags at crossing of the Concession road, Fletcher, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two automatic bells and wig-wags at second public crossing east of West Lorne, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two automatic bells and wig-wags at crossing of Side road at Lythmore, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two automatic bells and wig-wag signals at the crossing of the Town Line road, Brownsville, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two automatic bells and wig-wags at crossing of Side road, at Perry, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two automatic bells and wig-wags at crossing of Second Concession road, Fraser, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two automatic bells and wig-wags at crossing of Darkey Side road, Canfield, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two automatic bells and wig-wags at crossing of Cole road, Hawtrey, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing wig-wag signal in addition to existing bell at crossing of Main street, Rockwood, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two automatic bells and wig-wags at crossing of La Salette road, La Salette, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available towards cost of installing two automatic bells and wig-wags at crossing of Creek road, Fraser, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two automatic bells and wig-wags at crossing of Southworth street, Welland, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two automatic bells and wig-wags at crossing of Argyle road and Side road at Fraser, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two automatic bells and wig-wags at the crossing of 4th Concession road, Pelton, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two bells and wig-wags at crossing of Malden road, Maidstone, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two automatic bells and wig-wags at crossing of Rear road, Pelton, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two automatic bells and wig-wags at crossing of Sexton Side road, Pelton, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two automatic bells and wig-wags at the crossing of Yarmouth Center road, Yarmouth, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two automatic bells and wig-wags at the crossing of Raceway street, Welland, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two automatic bells and wig-wags at crossing of 3rd Concession road and Carl's Road, Welland, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two automatic bells and wig-wags at crossing of Town Line road, Pelton, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two automatic bells and wig-wags at crossing of Springvale road at Townsend, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two automatic bells and wig-wags at crossing of the Edgeware road, Kingsmill, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two automatic bells and wig-wags at crossing of Town Line road, Hawtrex, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two automatic bells and wig-wags at crossing of County road, Brockfield, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two automatic bells and wig-wags at crossing of School House road, Bridgeburg, Ont., by the Michigan Central Railroad.



Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two automatic bells and wig-wags at crossing of School road, Netherby, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two automatic bells and wig-wags at crossing of Second Line road at Dufferin, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two automatic bells and wig-wags at crossing of MacFarlane road, Edwards, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two automatic bells and wig-wags at crossing of First Side road, Canfield, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing two automatic bells and wig-wags at crossing of Lighenburger road, Bridgeburg, Ont., by the Michigan Central Railroad.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing automatic bell and wig-wag at crossing of Christina street, Sarnia, Ont., by the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of improving view at highway crossing at Wilsonvale, P.Q., by the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of diversion of North Bay-Sudbury road in the townships of Dunnet and Kirkpatrick, province of Ontario, on the line of the Canadian Pacific Railway.

Contribution of 35 per cent from Grade Crossing Fund, when funds are available, towards cost of diversion of highway at mileage 95.5 Shogomoc Subdivision, Canadian Pacific Railway, province of New Brunswick.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing a wig-wag signal, in addition to existing electric bell, at crossing Des Ormeaux street, Montreal, P.Q., by the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of diversion of highway in the town of Orillia, Ont., and closing of highway between lots 10 and 11, concession 6, township of South Orillia, and opening of new crossing to serve the Motor Camp, over the Canadian Pacific Railway and Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund, towards cost of diversion of highway through sections 21 and 20, township 13, range 24, W.P.M., and closing of existing crossing by the Canadian National Railways in the province of Manitoba.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of installing bell and wig-wag signals at crossing of Aylmer street, Peterborough, Ont., by the Canadian Pacific Railway.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available towards cost of installing automatic bell and wig-wag signal at crossing of Park street, Peterborough, Ont., by the Canadian Pacific Railway.

Contribution of 40 per cent from Grade Crossing Fund, when funds are available, towards cost of compensation for easement, removal of trees, and trimming of hedge at crossing of No. 3 Provincial Highway, one mile north of Simcoe, Ont., by the Canadian National Railways.

Contribution of 40 per cent from Grade Crossing Fund, towards cost of improving view at crossing of the highway by the Canadian National Railways at mileage 129.71 Yarmouth subdivision, at Pleasant Lake, N.S.



Province	Industrial Sidings	Highway Crossings	Highway Diversion Signs	Farm Crossings	Overhead Highways	Crossing Subways	Wig-wag Signals	Bells and Wig-wags	Bridges	Power Wire Crossings	Highway Crossings Closed
British Columbia.....	18	59	13	1	3	1	.....	.....	7	.....	14
Alberta.....	23	42	16	1	.....	1	.....	.....	8	.....	15
Saskatchewan.....	9	178	68	1	3	3	.....	.....	1	.....	79
Manitoba.....	11	24	5	.....	.....	1	.....	.....	1	.....	37
Ontario.....	32	84	13	.....	11	17	3	90	24	48	27
Quebec.....	19	34	27	4	6	39	2	.....	7	.....	25
New Brunswick.....	1	4	1	.....	.....	.....	.....	1	.....	.....	1
Nova Scotia.....	1	1	2	.....	.....	.....	.....	3	.....	.....	.....
Total.....	114	426	145	7	23	62	5	94	48	48	198

In addition to the above many other matters have been dealt with by the Board's engineers, such as exemption from fencing, gates and cattle-guards, reduced clearances of structures at railway sidings, removal of speed limitations, removal of industrial spurs, speed restriction of trains through junctions, protection of switches on spurs leading to industries, farm crossing complaints, investigation of railways out of repair, investigation of accidents, drainage complaints, inductive interference, protection at crossings of telephone and telegraph wires by power transmission lines, mine tunnel entrances under railways, and structures over navigable waters.

## APPENDIX "C"

REPORT OF THE CHIEF OPERATING OFFICER OF THE BOARD FOR  
THE YEAR ENDING DECEMBER 31, 1931

February 16, 1932.

A. D. CARTWRIGHT, Esq.,  
Secretary, Board of Railway Commissioners,  
Building.

DEAR SIR,—In compliance with section 31 of the Railway Act of 1919, the annual report of the Chief Operating Officer covering the work of the Operating Department of the Board during the fiscal year ending December 31, 1931, is respectfully submitted.

REPORTING AND INVESTIGATING ACCIDENTS ATTENDED BY PERSONAL INJURY OR  
LOSS OF LIFE

Two thousand four hundred and twenty-nine (2,429) accidents were reported during the year to the Board by the various railway companies subject to its jurisdiction, involving 2,997 casualties, of which number 317 persons were killed and 2,680 persons injured. See statements Nos. 1, 3 and 4, for particulars.

The comparative statements Nos. 2, 5 and 6 herewith, of killed and injured show a decrease of 108 persons killed and a decrease of 168 injured.

Of the total 2,429 accidents so reported, 1,057 were investigated, covering 183 persons killed and 1,463 persons injured. Detailed statements Nos. 7, 8, 9 and 10 cover the investigations with respect to collisions, derailments, accidents at highway crossings and accidents to employees while working on or under engines. These four statements show a total of 441 investigations, covering 112 persons killed and 844 persons injured. The remainder, 616 investigations cover 71 persons killed and 619 injured, and are spread over accidents covered by the various headings referred to in statements Nos. 3, 4 and 5.

It will be observed that out of a total of 2,429 accidents involving 2,997 casualties during the fiscal year there were 142 trespassers killed and 200 injured. In this connection reference is made to statement No. 16, showing by railways and provinces the number of killed and injured.

The matter of highway crossing accidents, protection provided, etc., is dealt with by detailed statements Nos. 3, 4, 5, 9, 11, 12, 13, 14 and 15.

## INSPECTION OF SAFETY APPLIANCES AND CAR EQUIPMENT

The work coming within this category is largely carried on under the provisions of section 298 of the Railway Act and the Board's General Orders Nos. 102, 128, 261, 270, 356, 458 and 461. Reference to the work performed by the department in this connection will be found in detailed statements Nos. 19, 20, 21-A and 21-B. The inspection of 49,757 cars, it will be readily understood, entails considerable time and labour, both on the ground and in the office at headquarters, where the work of recording, checking and filing of the numerous reports is carried on and subsequent correspondence with the railway companies with a view to having the defects so reported remedied as promptly as possible.

The inspection of 49,757 cars above referred to revealed 2,777 defective cars (5.58 per cent) with defects totalling 3,133.

#### INSPECTION OF MOTIVE POWER

This division of the work is carried on under sections 298, 299, 200 and 201 of the Railway Act, and the Board's General Orders Nos. 12, 31, 66, 102, 131, 199, 226, 289, 293, 362, 385, 402, 403, 404, 412, 415, 424, 434, 436, 463, 473, 480 and 486. A total of 10,866 locomotives were inspected during the fiscal year, the total number of defective engines being 479 (4 per cent), with defects numbering 592. For details see statement No. 22.

Under General Order No. 473, the so-called "Locomotive Boiler Inspection Order, 68,214 report forms of monthly and annual inspections, tests, etc., were filed with the department during the year. These reports cover 5,665 locomotives.

#### STATIONARY BOILERS

Pursuant to General Order No. 330, the so-called "Stationary Boiler Inspection Order," 5,006 report forms of semi-annual and annual inspections were filed during the year covering 2,115 stationary boilers. The checking and recording of the above-mentioned locomotive and stationary boiler reports, together with the necessary correspondence in connection therewith, naturally creates an extensive line of work.

#### INSPECTION OF PASSENGER EQUIPMENT: STATION BUILDINGS AND PREMISES

This work comprises features of safety, cleanliness, accommodation, etc. A large number of matters have been brought to the attention of the proper officials with beneficial results.

#### APPLICATIONS AND COMPLAINTS *re* TRAIN AND STATION SERVICE, HIGHWAY CROSSING PROTECTION, STATION LOCATIONS, CAR SUPPLY, ETC.

The work under this heading covers a wide range of subjects and entails, in many instances, a considerable amount of inquiry and research. During the year complaints and applications numbering 1,210 were inquired into and reported upon. Particular attention is called to the subject of reduction of passenger train services, approximately 5,000,000 train miles. This involved a large amount of detailed inquiry and study, due to the many and intricate services affected in all parts of the country, to provide train service that would meet the varying situations, as adequately as possible under existing conditions, and at the same time offset the steady decline of railway revenues.

In conclusion it might be stated that in order to accomplish the work briefly outlined in the foregoing it has necessitated the travelling of 323,400 miles by the staff of this department.

Respectfully submitted,

GEO. SPENCER,

*Chief Operating Officer.*



No. 1.—STATEMENT showing number of passengers, employees and others killed and injured on railways under the Board's jurisdiction, for year ending December 31, 1931.

Name of Railway	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Canadian National.....	5	208	22	1,027	131	396	158	1,631
Canadian Pacific.....	3	103	23	435	93	249	119	787
Canadian National Electric.....					1	9	1	9
New York Central.....		2		7	2		2	9
London & Port Stanley.....						6		6
Sydney & Louisburg.....			2	1	1	3	3	4
Michigan Central.....		17	1	26	13	9	14	52
Esquimalt & Nanaimo.....				2		2		4
Grand River.....		2			3	8	3	10
Toronto, Hamilton & Buffalo.....		1	1	17	1	7	2	25
Dominion Atlantic.....			1		3	7	4	7
Fredericton & Grand Lake Coal and Railway.....					1		1	
Great Northern.....		1		6	1	6	1	13
Algoma Central & Hudson Bay.....				1		1		2
Lake Erie & Northern.....					3	1	3	1
Pere Marquette.....			1	1	3	12	4	13
Windsor, Essex & Lake Shore.....	1	91		1		2	1	94
Toronto Terminals.....				2				2
Northern Alberta.....					1	1	1	1
Quebec Railway, Light and Power.....				1				1
Quebec Central.....				2		2		4
Napierville Junction.....		1				1		2
Montreal & Southern Counties.....				1		1		2
Vancouver, Victoria & Eastern.....				1				1
	9	426	51	1,531	257	723	317	2,680

No. 2.—COMPARATIVE statement of killed and injured between year ending December 31, 1930, and year ending December 31, 1931

	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1930.....	17	308	95	1,462	313	742	425	2,512
1931.....	9	426	51	1,531	257	723	317	2,680
Increase.....		118		69				168
Decrease.....	8		44		56	19	108	

No. 3.—STATEMENT showing separately the number of passengers, employees and others, killed and injured, and the nature of the accidents, for the year ending December 31, 1931.

Character of Accidents	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Derailment.....	2	179	2	53	3	10	7	242
Collision, head-on.....		8	2	13		1	2	22
Collision, rear-end.....		12		2				14
Collision in yard.....		14	1	20		4	1	38
Collision with cars, account of open switch.....				3				3
Collision at level (diamond) crossing.....				1				1
Public highway crossing protected by gates.....				2	1	17	1	19
Public highway crossing protected by bell.....					16	46	16	46
Public highway crossing protected by lightning flash signal.....					5	2	5	2
Public highway crossing protected by watchman.....					1	14	1	14
Public highway crossing unprotected.....				17	75	358	75	375
Private crossing.....				4	7	18	7	22
Trespassing.....					142	200	142	200
Working on or under engine.....			2	141			2	141
Miscellaneous.....	1	153	3	450	2	16	6	619
Adjusting couplers, coupling and uncoupling.....			3	59			3	59
Run down by engine or car between stations.....			4	3	1		5	3
Falling off hand-car, motor, or velocipede.....			1	144		8	1	152
Hand-car, motor, velocipede, struck by train.....			7	7	1	3	8	10
Crawling between cars, over couplers.....			1	4			1	4
Passing between cars, between couplers.....				2				2
Struck by car standing foul.....				1				1
Struck by switch-stand, water-spout, mail-crane, etc.....			1	18			1	18
Crushed between cars, building, lumber pile, platform, etc.....				10		1		11
Falling off passenger train.....	2	6	1			3	3	9
Falling off tender while handling coal.....				3				3
Falling off tender while taking water.....				6				6
Slideswipe.....				5				5
Liding on pilot or footboard of engine.....			3	39			3	39
Overhead obstruction.....				7				7
Falling off top of car.....			1	13		1	1	14
Falling between cars.....			4	5			4	5
Application of air brake.....	2	23		139		6	2	168
Jumping off train in motion.....	1	11	1	52		3	2	66
Attempt to board train in motion.....	1	16	1	41	1	1	3	58
Crashout.....				1	1		1	1
Run down by engine or cars at stations or in yards.....		3	10	37	1	7	11	47
Caught by engine or car while throwing switch.....				2				2
Falling off side and end ladders of cars.....				32				32
Falling off car while working hand brake.....				80				80
Asphyxiated in tunnel.....			1				1	
Handling freight and baggage.....		1		46		3		50
Loading and unloading O.C.S. material.....				38				38
Pushing or pulling cars.....				1				1
Cars moved while being loaded or unloaded.....			1	7			1	7
Unloading and uncoupling hose.....			1	16			1	16
Running angle cock.....				8				8
	9	426	51	1,531	257	723	317	2,680









[illegible]







## RAILWAY COMMISSIONERS FOR CANADA

No. 5.—COMPARATIVE Statement in totals of killed and injured by class of accident, between year ending December 31, 1930, and year ending December 31, 1931.

	1930		1931		Increase		Decrease	
	K.	I.	K.	I.	K.	I.	K.	I.
Derailment	12	121	7	242		121	5	
Collision, head-on		25	2	22	2			3
Collision, rear-end	1	9		14		5	1	
Collision in yard	1	26	1	38		12		
Collision with cars standing foul		2						2
Collision with cars, account open switch		3		3				
Collision at level (diamond) crossing	1	6		1			1	5
Public highway crossing protected by gates	6	21	1	19		5		2
Public highway crossing protected by bell	13	39	16	46	3	7		
Public highway crossing protected by lightning flash signal		4	5	2	5			2
Public highway crossing protected by watchman	4		1	14		14	3	
Public highway crossing unprotected	93	406	75	375			18	31
Private crossing	13	33	7	22			6	11
Trespassing	168	205	142	200			26	5
Working on or under engine	3	160	2	141			1	19
Miscellaneous	3	530	6	619	3	89		
Adjusting couplers, coupling and uncoupling	3	60	3	59				1
Run down by engine or car between stations	9	2	5	3		1	4	
Falling off hand-car, motor, or velocipede	6	162	1	152			5	10
Hand-car, motor, velocipede, struck by train	8	30	8	10				20
Crawling between cars, over couplers	1	4	1	4				
Passing between cars, between couplers	1	1		2		1	1	
Struck by car standing foul		4		1				3
Struck by switch-stand, water-spout, mail-crane, etc.		15	1	18	1	3		
Crushed between cars, buildings, lumber pile, platform, etc.	1	7		11		4		
Explosion of locomotive boiler	2	5					1	5
Falling off passenger train	2	11	3	9	1		2	2
Falling off tender while handling coal		1		3		2		
Falling off tender while taking water		4		6		2		
Sideswipe		14		5				9
Riding on pilot or footboard of engine	6	39	3	39			3	
Overhead obstruction	1	7		7			1	
Repairing cars on repair track, when moved		1						1
Falling off top of car	1	25	1	14				11
Falling between cars	4	3	4	5		2		
Application of air brake	1	120	2	168	1	48		
Jumping off train in motion	7	91	2	66			5	25
Attempt to board train in motion	5	67	3	58			2	9
Washout	15	28	1	1			14	27
Electrocuted	1						1	
Run down by engine or cars at stations or in yards	27	62	11	47		16		15
Caught by engine or car while throwing switch				2		2		
Falling off side and end ladders of cars	1	26		32		6	1	
Falling off car while working hand brake		65		80		15		
Asphyxiated in tunnel			1		1			
Handling freight and baggage		15		50		35		
Loading and unloading O.C.S. material	2	28		38		10	2	
Staking or poling cars		2		1				1
Cars moved while being loaded or unloaded		6	1	7	1	1		
Carmen working on or under cars on running track, when moved	1	2					1	2
Chaining and unchaining cars		1						1
Coupling and uncoupling hose	1	10	1	16		6		
Turning angle cock	1	4		8		4	1	
	425	2,512	317	2,680	18	390	126	222

	Killed	Injured
1930	425	2,512
1931	317	2,680
Increase		168
Decrease	108	

No. 6.—COMPARATIVE Statement in totals of killed and injured between year ending December 31, 1930, and year ending December 31, 1931.

Railway	1930		1931		Increase		Decrease	
	K.	I.	K.	I.	K.	I.	K.	I.
Canadian National.....	218	1,567	158	1,631	.....	64	60	.....
Canadian Pacific.....	158	766	119	787	.....	21	39	.....
Canadian National Electric.....	.....	14	1	9	1	.....	.....	5
New York Central.....	1	6	2	9	1	3	.....	.....
London & Port Stanley.....	.....	9	.....	6	.....	.....	.....	3
Sydney & Louisburg.....	2	3	3	4	1	1	.....	.....
Michigan Central.....	11	49	14	52	3	3	.....	.....
Esquimalt & Nanaimo.....	1	13	.....	4	.....	.....	1	9
Grand River.....	4	4	3	10	.....	6	1	.....
Toronto, Hamilton & Buffalo.....	.....	10	2	25	2	15	.....	.....
Dominion Atlantic.....	1	16	4	7	3	.....	.....	9
Fredericton, Grand Lake Coal and Railway.....	.....	1	1	.....	1	.....	.....	1
Great Northern.....	4	4	1	13	.....	9	3	.....
Algoma Central & Hudson Bay.....	.....	.....	.....	2	.....	2	.....	.....
Lake Erie & Northern.....	1	1	3	1	2	.....	.....	.....
Pere Marquette.....	3	18	4	13	1	.....	.....	5
Windsor, Essex & Lake Shore.....	.....	.....	1	94	1	94	.....	.....
Toronto Terminals.....	.....	.....	.....	2	.....	2	.....	.....
Northern Alberta.....	1	2	1	1	.....	.....	.....	1
Quebec Railway, Light & Power.....	2	.....	.....	1	.....	1	2	.....
Quebec Central.....	5	1	.....	4	.....	3	5	.....
Napierville Junction.....	.....	1	.....	2	.....	1	.....	.....
Montreal & Southern Counties.....	1	1	.....	2	.....	1	1	.....
Vancouver, Victoria & Eastern.....	.....	.....	.....	1	.....	1	.....	.....
British Columbia Electric.....	3	1	.....	.....	.....	.....	3	1
Kettle Valley.....	3	10	.....	.....	.....	.....	3	10
Northern Pacific.....	.....	1	.....	.....	.....	.....	.....	1
Hull Electric.....	1	1	.....	.....	.....	.....	1	1
Temiscouata.....	4	.....	.....	.....	.....	.....	4	.....
Algoma Eastern.....	.....	3	.....	.....	.....	.....	.....	3
Vancouver Harbour Commissioners' Terminal.....	.....	2	.....	.....	.....	.....	.....	2
Essex Terminal.....	1	2	.....	.....	.....	.....	1	2
Brantford & Hamilton Electric.....	.....	3	.....	.....	.....	.....	.....	3
Central Vermont.....	.....	3	.....	.....	.....	.....	.....	3
	425	2,512	317	2,680	16	227	124	59

	Killed	Injured
1930.....	425	2,512
1931.....	317	2,680
Increase.....	.....	168
Decrease.....	108	.....

## RAILWAY COMMISSIONERS FOR CANADA

No. 7.—STATEMENT showing collisions attended by personal injury, investigated during the year ending December 31, 1931.

Inv. File	Date	Railway	Place	Killed	Injured
23435	Jan. 4	M.C.R.	Windsor, Ont.		17
23467	Nov. 5	M.C.R.	St. Thomas, Ont.		1
23480	Oct. 29	C.P.R.	Vancouver, B.C.		1
23485	Nov. 30	C.N.R.	Kamloops Junction, B.C.		1
23512	Dec. 13	C.N.R.	St. Hyacinthe, P.Q.		1
23603	Feb. 10	C.N.R.	Montreal, P.Q.		1
23625	Feb. 27	C.N.R.	Sorel, P.Q.	1	
23652	Feb. 14	C.P.R.	Pick, Ont.		1
23659	Mar. 10	C.P.R.	Hyde Park, Ont.		5
23708	Mar. 25	C.N.R.	Toronto, Ont.		1
23793	April 30	C.N.R.	St. Jacques, P.Q.		3
23941	July 2	C.P.R.	Bedell Station, Ont.	1	
24096	Aug. 8	C.N.R.	Toronto, Ont.		1
24152	Sept. 3	C.N.R.	St. Eleuthere, P.Q.		4
24174	Sept. 2	C.N.R.	Windsor, Ont.		2
24208	Sept. 17	C.N.R.	Montreal Terminals, P.Q.		1
24238	Sept. 21	C.N.R.	London East, Ont.		1
24247	Sept. 24	C.N.R.	Flin Flon, Man.		2
24311	Oct. 14	C.P.R.	Sanctuary, Sask.		12
24460	Dec. 11	C.N.R.	Ottawa, Ont.		1
24094	Aug. 5	C.P.R.	Calgary, Alta.		1
24219	Sept. 17	C.N.R.	Battleford Junction, Sask.		1
24273	Sept. 28	C.N.R.	Montreal Terminals, P.Q.		1
				2	59

No. 8.—STATEMENT showing derailments attended by personal injury, investigated during the year ending December 31, 1931.

Inv. File	Date	Railway	Place	Killed	Injured
23427	Dec. 16	C.P.R.	Killaly, Sask.	3	11
23486	Nov. 14	C.N.E.	St. Catharines, Ont.		9
23500	Jan. 3	C.N.R.	Grand Falls, N.B.		2
23557	Jan. 9	C.N.R.	Upper Dorchester Station, N.B.		3
23594	Feb. 9	C.N.R.	London, Ont.		2
23598	Jan. 26	C.N.R.	Quill Lake, Sask.		1
23636	Mar. 4	C.N.R.	Noranda, P.Q.		1
23655	Mar. 25	C.P.R.	Maple Creek Subdivision, M. 16, Alta.	1	14
23753	April 28	C.P.R.	Laggan Subdivision, M. 127, Alta.		1
23776	April 17	C.N.R.	Doddsland Subdivision, M. 94, Sask.		1
23784	April 12	C.N.R.	Marlboro, Alta.		43
23778	April 28	C.N.R.	Victoria Beach Subdivision, M. 20, Man.		6
23835	May 12	C.P.R.	Linwood, Ont.		1
23862	April 6	C.N.R.	Albreda Subdivision, Mileage 110.3, B.C.		1
23869	May 10	C.N.R.	Ribstone, Alta.	1	3
23891	June 6	C.N.R.	Actonvale, P.Q.		2
23924	June 3	C.N.R.	Droitwood, Ont.		8
23963	June 24	C.P.R.	Mountain Subdivision, Mileage 96.8, B.C.		4
23972	June 30	C.N.R.	Tunnel, Mileage 93.9, Aschcroft Subdivision, B.C.		1
23996	June 15	C.N.R.	Regina, Sask.		1
24025	July 14	C.N.R.	Bridge, Mileage 22.6, Lac St. Anne Subdivision, Alta.		1
24056	June 29	C.N.R.	Fort Frances Subdivision, Mileage 55, Ont.		3
24061	July 1	C.P.R.	Glenboro Subdivision, Mileage 6, Man.	1	
24084	Aug. 15	C.P.R.	Kingston, Ont.		1
24102	Aug. 14	M.C.R.	Windsor, Ont.		1
24167	Aug. 22	C.N.R.	North Sydney, N.S.		1
24185	Sept. 22	C.P.R.	Melfort Subdivision, Mileage 69.2, Sask.		1
24201	Sept. 8	W.E. & L.S.	Grand Maris Loop, Ont.	1	
24306	Oct. 8	C.N.R.	Kamloops Junction, B.C.		1
24310	Nov. 5	C.N.R.	Minaki Subdivision, Mileage 112, Ont.		38
24346	Nov. 14	C.N.R.	Wabamun Subdivision, Mileage 114.6, Alta.		2
24368	Oct. 30	C.P.R.	Outlook, Sask.		2
24415	Nov. 4	C.N.R.	Toronto, Ont.		1
24419	Nov. 7	C.N.R.	Hatherleigh, Sask.		1
24441	Nov. 23	C.N.R.	Turners, Ont.		1
				7	262

No. 9.—STATEMENT showing highway crossing accidents attended by personal injury, investigated during year ending December 31, 1931.

REPORT OF THE COMMISSIONERS

Inv. File	Board File	Date	Time	Railway	Place	K.	I.	Protection	Class of Accident	Remarks
23404	26727-305	Oct. 30	12-53 p.	C.P.R.	Straffordville, Crossing North of Station, Ont.			Unp.	Auto.	Sgle; r.a. rural; sn.
23405	26782-181	Nov. 10	8-40 k.	C.N.R.	St. Roch de Richelieu Stn., 1st crossing West, P.Q.	1	1	Unp.	Auto	Sgle; r.a. rural; trees
23406	27365-2	Nov. 16	1-45 k.	C.P.R.	Winnipeg, Princess St., spur at Logan Ave., Man.	2	5	Unp.	Auto	Sgle; r.a. urban; bldgs.
23409	21823	Nov. 3	18-50 k.	C.P.R.	St. Boniface, Marion St., Man.	2	2	Unp.	Auto	Sgle; r.a. urban; bldgs.
23411	21823	Nov. 24	2-30 k.	C.P.R.	St. Boniface, Marion St., Man.	1	1	Unp.	Auto	Sgle; r.a. urban; bldgs.
23412	26782-180	Dec. 10	8-00 p.	C.N.R.	W. Boniface, Allen St., Ont.	1	1	Unp.	Auto	Sgle; r.a. urban; bldgs.
23414	27384	Dec. 15	2-55 p.	C.N.R.	Kitchener, Wilmot St., Ont.	1	1	Unp.	Auto	Sgle; r.a. urban; bldgs.
23415	26765-71	Dec. 20	10-32 a.	C.N.R.	Kitchener, Wilmot St., Ont.	3		W man	Auto	Sgle; r.a. urban; bldgs.
23421	26711-430	Dec. 8	5-40 p.	C.N.R.	Queville, Forts Road, Ont.	1	1	Unp.	Truck	Sgle; r.a. rural
23422	26765-6	Dec. 21	12-55 a.	C.N.R.	Queville, 1 mile East of, Ont.	1	1	Unp.	Auto	Sgle; r.a. rural
23428	26782-182	Dec. 6	4-58 p.	C.N.R.	St. Catharines, 2d crossing West, P.Q.	1		Unp.	Truck	Sgle; r.a. urban; bldgs.
23431	26765-88	Dec. 3	18 p.	C.N.R.	Bellefleur, Geddes St., Ont.	3	1	Unp.	Buggy	Sgle; r.a. rural
23432	26807-83	Dec. 15	8-48 k.	C.P.R.	Bridford Station, crossing 11 poles N. of M. 80, Sask.	1		Bell	Auto	Sgle; r.a. urban; bldgs.
23440	26711-218	Nov. 21	10-35 a.	C.N.R.	Grasshalk Station, 1 mile East, Ont.	3		Unp.	School van	Sgle; r.a. rural; trees
23443	27811-14	Nov. 17	14-35 k.	C.P.R.	Camrose, Paulson St., Alta.	1	1	Unp.	Auto	Sgle; r.a. rural
23447	27802-22	Dec. 19	6-50 p.	T.H. & B.	Welland, Ontario Road, Ont.	1	1	Unp.	Auto	Sgle; r.a. urban; bldgs.
23448	19227-1	Dec. 20	7-45 p.	T.H. & B.	Hamilton, Lotbridge St., Ont.	1	1	Unp.	Auto	Dble; r.a. rural; sds.
23449	26711-431	Dec. 3	11-27 p.	C.N.R.	Hamilton, Victoria Bridge, P.Q.	3	3	Unp.	Auto	Sgle; r.a. urban; bldgs.
23450	9437-1240	Dec. 23	9-10 a.	C.N.R.	Montreal, Victoria Bridge, P.Q.	3	3	Unp.	Auto	Sgle; r.a. urban; bldgs.
23453	27365-49	Dec. 17	17-47 k.	C.P.R.	Hamiota Station, 2nd crossing West, Man.	1	1	Gates	Sleigh	Dble; r.a. urban; bldgs.
23454	26744-73	Dec. 12	13-45 k.	C.N.R.	Baldur, crossing West of Station, Man.	2	2	Unp.	Auto	Sgle; r.a. urban; bldgs.
23463	9437-286	Dec. 13	10-50 a.	C.P.R.	Chatham, Lacroix St., Ont.	1	1	Unp.	Auto	Sgle; r.a. rural
23465	3701-56-1	Jan. 11	6-30 p.	C.P.R.	Greenwood Station, crossing West of, Ont.	1	1	Bell	Auto	Sgle; r.a. rural
23470	9437-35	Dec. 21	10-27 p.	C.N.R.	Chatham, Park St., Ont.	5	5	Unp.	Ped.	Sgle; r.a. rural
23471	27929-41	Nov. 14	6-35 p.	C.N.R.	Wallaceburg, Dufferin Ave., Ont.	1	1	Bell	Auto	Sgle; r.a. rural
23472	26765-420	Nov. 18	6-06 p.	C.N.R.	Scarboro Junction, St. Clair Ave., Ont.	1	1	Unp.	Auto	Dble; r.a. urban; bldgs.
23473	27196-35	Dec. 29	8-05 p.	C.P.R.	Quebec, Bridge St., P.Q.	1	1	Unp.	Auto	Dble; r.a. urban; bldgs.
23477	3287	Oct. 23	8-45 p.	C.N.R.	Napancee Station, Selby Road, Ont.	2	2	Gates	Ped.	Dble; r.a. urban; bldgs.
23480	4526-3	Dec. 15	12-45 a.	C.N.R.	Hamilton, Wentworth St., Ont.	1	1	Gates	Auto	Dble; r.a. urban; bldgs.
23483	9437-3	Dec. 30	24-30 k.	V.H.C.T.R.	Vancouver, Powell St., B.C.	1	1	Unp.	Auto	Dble; r.a. urban; bldgs.; sds.
23494	9437-202	Nov. 30	11-00 p.	C.N.R.	Vancouver, Bank St., Ont.	1	1	W man	Auto	Dble; r.a. urban; bldgs.
23504	26844-40	Jan. 2	22-12 k.	C.N.R.	Fort Rouge, Harrow St., Man.	1	1	Unp.	Auto	Dble; r.a. urban; bldgs.; sds.
23509	26711-432	Jan. 12	4-06 p.	C.N.E.	Dixie, crossing 82 feet West, Ont.	1	1	Unp.	Ped.	Sgle; r.a. rural
23509	26711-432	Jan. 13	2-38 p.	M. & S.C.	Rouville, Savanne Road, Que.	1	1	Unp.	Auto	Sgle; r.a. rural
23510	19079-39	Dec. 13	8-20 p.	C.N.R.	Brantford Station, Stanley St., Ont.	2	1	Unp.	Auto	Sgle; r.a. urban; h.g.
23511	26711-433	Nov. 27	11-32 a.	C.P.R.	Wark Station, crossing 9 of mile East, Ont.	1	1	Unp.	Auto	Sgle; r.a. rural
23515	26727-89	Dec. 31	11-25 k.	C.N.R.	Murillo, 1st crossing West of, Ont.	1	1	Unp.	Truck	Sgle; r.a. rural
23516	4000-1	Dec. 30	7-25 k.	C.N.R.	Montreal, Notre Dame St., Que.	1	1	Gates	Ped.	Sgle; r.a. rural
23517	26842-39	Jan. 31	11-41 a.	M.C.P.	Waterford, Town Line crossing, 2 1/2 miles West, Ont.	3		L.F.	Auto	Dble; r.a. rural
23520	25542-46	Jan. 15	6-48 p.	I. & P.S.	St. Thomas, Wellington St., Ont.	1	1	Unp.	Auto	Dble; r.a. urban; bldgs.
23526	26711-434	Jan. 23	9-00 p.	C.N.R.	Fronte Station, crossing just East, Ont.	4	4	Unp.	Auto	Sgle; r.a. rural
23528	26727-308	Jan. 23	12-25 p.	C.N.R.	Brantford Station, 2 1/2 miles West, Ont.	1	1	Unp.	Auto	Sgle; r.a. rural
23531	26842-140	Feb. 6	10-45 a.	M.C.R.	Corral, Col Road, Ont.	2	2	Unp.	Auto	Dble; r.a. rural
23534	9437-1322	Jan. 13	12-40 p.	C.N.R.	Burlington, Ontario St., Ont.	2	2	Unp.	Auto	Sgle; r.a. urban; bldgs.
23535	26807-85	Jan. 23	11-39 a.	C.P.R.	Lecluc Subdivision, M. 92 6, Alta.	1	1	Unp.	Truck	Sgle; r.a. rural
23537	37823	Dec. 23	20-30 k.	C.N.R.	Edmonton, 104th Ave., Alta.	1	1	Unp.	Auto	Sgle; r.a. urban; bldgs.
23538	Case 4525	Nov. 6	7-15 k.	C.N.R.	Edmonton, 95th St., Alta.	1	1	Gates	Ped.	Sgle; r.a. urban; bldgs.



No. 9.—STATEMENT showing highway crossing accidents attended by personal injury, investigated during year ending December 31, 1931.—Continued.

Inv. File	Board File	Date	Time	Railway	Place	K.	I.	Protection	Class of Accident	Remarks
23541	9437-562	Jan. 25	7-30 p.	C.N.R.	London, Egerton St., Ont.		1	Unp.	Auto	Dble; r.a. urban
23542	26782	Feb. 1	6-31 p.	C.N.R.	Montreal, Desormeaux St., Que.		2	Bell	Auto	Dble; r.a. urban
23543	27136-97	Jan. 1	8-20 a.	C.P.R.	Megantic, Frontenac St., Que.		1	Unp.	Auto	Dble; r.a. urban
23544	27136-71	Jan. 31	9-20 a.	C.P.R.	St. Barthelémy, crossing East of, Que.	2		Unp.	Sleigh	Sgle; r.a. rural; h.g.
23545	26711-485	Dec. 30	1-43 p.	C.N.R.	Angus, third crossing, ¼ mile North, Ont.		1	Unp.	Truck	Sgle; r.a. rural; h.g.
23546	28100	Feb. 8	1-22 a.	C.P.R.	Hull, St. Hyacinthe St., Que.	3		Bell	Auto	Sgle; r.a. rural; bldgs.
23547	27365-39	Jan. 16	15-05 k.	C.P.R.	Niagara, 1st crossing, 1 mile North, Ont.		1	Unp.	Ped.	Sgle; r.a. rural
23548	26807-86	Jan. 31	14-47 k.	C.P.R.	Oréville, M. 21, Emerson Subdivision, Man.		1	Unp.	Auto	Sgle; r.a. rural
23549	26807-86	Jan. 20	1-50 k.	C.P.R.	Sutherland Station, 2nd crossing East, Sask.		1	Unp.	Auto	Sgle; r.a. rural
23550	26807-84	Jan. 16	4-56 p.	C.N.R.	Woodstock, Dundas St., Ont.		1	Unp.	Truck	Dble; r.a. urban; trees
23551	257	Jan. 16	4-56 p.	C.N.R.	Windsor East, Pillette Road, Ont.		1	Unp.	Truck	Dble; r.a. urban; bldgs.
23552	9437-1098	Dec. 24	11-32 p.	C.N.R.	Elmsdale, road crossing at, N.S.		1	Unp.	Auto	Sgle; r.a. rural; bldgs.
23553	27218-79	Jan. 2	6-43 p.	C.N.R.	St. Leonard, crossing at, N.B.		1	Bell	Auto	Sgle; r.a. rural; bldgs.
23554	33229-56	Jan. 17	10-30 a.	C.N.R.	Montreal Terminals, St. Patrick St., Que.		1	Unp.	Truck	Sgle; r.a. urban; bldgs.
23555	25306-2-1	Jan. 26	11-15 p.	C.P.R.	St. Johns, Collins St., Que.		2	Unp.	Truck	Dble; r.a. urban; bldgs.
23556	27156-151	Jan. 25	4-25 a.	C.P.R.	London, Colborne St., Ont.		1	Bell	Auto	Sgle; r.a. urban; bldgs.
23557	9437-291	Jan. 28	5-15 p.	C.P.R.	London, Colborne St., Ont.		1	Unp.	Auto	Sgle; r.a. urban; bldgs.
23558	27231-5	Jan. 26	11-11 a.	C.N.E.	St. Catharines, Westchester Ave., Ont.		1	Unp.	Truck	Sgle; r.a. rural
23559	26782-183	Dec. 18	7-40 p.	C.N.R.	Allenby Junction, 1st crossing East, Que.		3	Unp.	Truck	Sgle; r.a. urban; bldgs.
23560	27802-22	Feb. 12	7-15 p.	T.H. & B.	Welland, Ontario Road, Ont.		4	Unp.	Truck	Sgle; r.a. urban; bldgs.
23561	27365-50	Jan. 31	10-00 k.	C.P.R.	Forrest, Rapid City Subdivision, crossing at Mileage 10, Man.		1	Unp.	Auto	Sgle; r.a. rural
23562	26727-221	Feb. 14	5-12 p.	C.P.R.	Summerville, crossing West of Station, Ont.		1	Unp.	Auto	Dble; r.a. rural
23563	27218-26	Feb. 3	9-20 p.	C.N.R.	Halifax, Ocean terminals, Main St., N.S.		1	Unp.	Auto	Sgle; r.a. urban
23564	26755-193	Jan. 14	1-35 p.	C.N.R.	Champlain, Centre West of station, Ont.		1	Unp.	Truck	Sgle; r.a. urban; bldgs.
23565	26727-200	Feb. 14	9-05 p.	C.P.R.	Thamesville, crossing West of station, Ont.		1	Unp.	Auto	Sgle; r.a. rural
23566	27467-100	Feb. 11	22-15 k.	C.N.R.	Togana, Sackville, Ban. Chicago St. and Washington Ave., Sask.		2	Unp.	Auto	Sgle; r.a. urban
23567	26711-244	Feb. 9	10-55 a.	C.N.R.	London, Highbury Ave., Ont.		1	Unp.	Auto	Dble; r.a. urban; bldgs.
23568	26744-74	Feb. 11	9-55 k.	C.N.R.	Portage la Prairie, Gaddy St., Man.		1	Unp.	Auto	Dble; r.a. urban; bldgs.
23569	7071	Feb. 24	8-55 a.	C.N.R.	Portage la Prairie, Gaddy St., Man.		1	Unp.	Auto	Dble; r.a. urban; bldgs.
23570	26765-95	Feb. 5	9-05 p.	C.N.R.	Woodstock, Ingersoll Road, Ont.		1	Gates	Ped.	Sgle; r.a. urban; bldgs.
23571	26711-436	Feb. 11	1-05 p.	C.N.R.	Confield Junction, ¼ mile East, Ont.		1	Unp.	Auto	Dble; r.a. rural
23572	9437-392	Feb. 25	1-27 p.	C.P.R.	Carleton Place, Lake Ave., Ont.		1	Bell	Auto	Dble; r.a. urban; bldgs.
23573	26711-437	Feb. 25	1-27 p.	C.N.R.	Carleton Place, Lake Ave., Ont.		1	Unp.	Auto	Sgle; r.a. urban
23574	27318-21	Mar. 27	12-50 k.	C.N.R.	Acton, Main St., Ont.		1	Unp.	Auto	Sgle; r.a. urban
23575	26711-438	Mar. 27	12-50 k.	C.N.R.	Mission Yard, crossing on Lead 2, Ont.		1	Unp.	Auto	Sgle; r.a. urban
23576	26727-311	Mar. 28	5-00 p.	E. & N.	Westbrook Slop, crossing Mileage 30-2, Ont.	2		Unp.	Auto	Sgle; r.a. rural
23577	26711-439	Mar. 28	5-00 p.	C.P.R.	Zorra Station, 1-6 miles West, Ont.		2	Unp.	Auto	Sgle; r.a. rural
23578	26711-440	Mar. 28	5-00 p.	C.P.R.	Wicklow, crossing 50 ft. East, Ont.		1	Unp.	Auto	Dble; r.a. rural; trees
23579	26711-441	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Sgle; r.a. rural
23580	26711-442	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Sleigh	Sgle; r.a. rural
23581	26711-443	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23582	26711-444	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23583	26711-445	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23584	26711-446	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23585	26711-447	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23586	26711-448	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23587	26711-449	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23588	26711-450	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23589	26711-451	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23590	26711-452	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23591	26711-453	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23592	26711-454	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23593	26711-455	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23594	26711-456	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23595	26711-457	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23596	26711-458	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23597	26711-459	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23598	26711-460	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23599	26711-461	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23600	26711-462	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23601	26711-463	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23602	26711-464	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23603	26711-465	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23604	26711-466	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23605	26711-467	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23606	26711-468	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23607	26711-469	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23608	26711-470	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23609	26711-471	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23610	26711-472	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23611	26711-473	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23612	26711-474	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23613	26711-475	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23614	26711-476	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23615	26711-477	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23616	26711-478	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23617	26711-479	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23618	26711-480	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23619	26711-481	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23620	26711-482	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23621	26711-483	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23622	26711-484	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23623	26711-485	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23624	26711-486	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23625	26711-487	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23626	26711-488	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23627	26711-489	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23628	26711-490	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23629	26711-491	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23630	26711-492	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23631	26711-493	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23632	26711-494	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23633	26711-495	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23634	26711-496	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23635	26711-497	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23636	26711-498	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23637	26711-499	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23638	26711-500	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23639	26711-501	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23640	26711-502	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23641	26711-503	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23642	26711-504	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23643	26711-505	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23644	26711-506	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23645	26711-507	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23646	26711-508	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23647	26711-509	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23648	26711-510	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23649	26711-511	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23650	26711-512	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23651	26711-513	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23652	26711-514	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23653	26711-515	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural
23654	26711-516	Mar. 28	10-50 a.	C.N.R.	Dauphin, just west of, Man.		3	Unp.	Auto	Dble; r.a. rural

23670	26711-282	Mar. 10	1-00 p.	C.N.R.	Guelph, Suffolk St., Ont.	1	Unp.	Auto	Sgle; r.a. urban
23671	26711-406	Mar. 14	7-10 p.	C.N.R.	Brantford, West Colborne St., Ont.	1	Unp.	Truck	Dble; r.a. urban
23672	267156-155	Mar. 27	12-12 p.	C.P.R.	Wickham Station, 1-3 miles South, Que.	1	Unp.	Wagon	Sgle; r.a. rural
23673	236688	Mar. 27	9-18 a.	C.N.R.	Kochester, Centre Road, Ont.	1	Unp.	Auto	Sgle; r.a. rural
23674	26729-2	Mar. 17	6-05 p.	P.M.R.	Kingsville, Lansdowne Ave., Ont.	3	Unp.	Auto	Sgle; r.a. urban; bldgs.
23675	26711-443	Mar. 28	12-22 p.	C.N.E.	Welland, Dunsville crossing, Ont.	1	Unp.	Truck	Sgle; r.a. rural
23676	23717	Apr. 9	7-30 p.	C.P.R.	Tremor, Jane St. crossing, Ont.	1	Unp.	Auto	Sgle; r.a. rural
23677	26711-444	Apr. 8	7-30 p.	C.N.R.	North Oshawa, 2nd crossing East of, Ont.	1	Unp.	Auto	Sgle; r.a. rural
23678	26711-315	Apr. 16	10-41 a.	C.N.R.	Northwell, 2nd crossing West of, Ont.	1	Unp.	Auto	Sgle; r.a. rural
23679	26711-389	Apr. 17	6-55 p.	C.N.R.	Caudeon East, 200 yds. North of, Ont.	1	Unp.	Auto	Sgle; r.a. rural
23680	23780-10	Apr. 17	17-30 k.	T.H. & B.	Brantford, Eagle Ave., Ont.	1	Unp.	Auto	Sgle; r.a. rural
23681	23737	Apr. 7	17-30 k.	C.P.R.	Myrtle Station, 1st crossing West, Man.	1	Unp.	Auto	Sgle; r.a. urban; bldgs.; sdgs.
23682	23737	Apr. 7	5-15 p.	C.P.R.	Myrtle Station, just West of, Ont.	1	Unp.	Auto	Sgle; r.a. rural
23683	23737	Apr. 7	5-15 p.	C.P.R.	Rockwood, 1st crossing West, Ont.	4	Unp.	Auto	Sgle; r.a. rural; bldgs.
23684	23737	Apr. 23	9-20 a.	C.P.R.	Peterboro, Monahan Road, Ont.	1	Unp.	Auto	Sgle; r.a. urban; bldgs.; sdgs.
23685	9437-192	Apr. 14	10-25 a.	C.P.R.	Pert, Craig St., Ont.	1	Unp.	Auto	Sgle; r.a. urban
23686	26727-271	Apr. 14	11-20 a.	C.P.R.	Comenara Station, 2nd crossing North, Alta.	1	Unp.	Ped.	Dble; skew; urban; bldgs.
23687	26781-81	Apr. 3	20-53 k.	C.P.R.	Comenara Station, 2nd crossing North, Alta.	1	Unp.	Auto	Sgle; r.a. rural
23688	26744-76	Apr. 4	13-03 k.	C.N.R.	Galt, Beverly and Dundas Sts., Ont.	1	Unp.	Auto	Sgle; r.a. rural
23689	26980-3	Apr. 18	11-45 p.	G.R.R.	Ardena Station, 1-2 miles East, Ont.	1	Unp.	Auto	Sgle; r.a. rural
23690	26727-314	Apr. 17	1-10 p.	C.P.R.	German Mills, crossing just north, Ont.	1	Unp.	Truck	Sgle; r.a. rural; h.g.
23691	26711-446	Apr. 16	9-25 a.	C.N.R.	St. Theresa, 1st crossing North, P.Q.	1	Unp.	Grader	Sgle; r.a. rural
23692	267156-156	Apr. 18	7-39 a.	C.P.R.	St. John, 1st crossing North, P.Q.	1	Unp.	Auto	Sgle; r.a. urban; bldgs.
23693	26782-184	Apr. 26	3-30 p.	C.N.R.	Ottawa, Bronson Ave., Ont.	2	Unp.	Auto	Dble; r.a. urban; bldgs.
23694	23768	Apr. 26	9-25 p.	C.N.R.	Ottawa, Carling Ave., Ont.	2	Unp.	Auto	Sgle; r.a. urban; bldgs.
23695	9437-1318	Apr. 26	8-20 a.	C.N.R.	Carleton Place, Town Line Crossing, Ont.	1	Unp.	Truck	Sgle; skew; urban.
23696	26727-315	May 1	5-05 p.	C.P.R.	North Bay, Golf St., Ont.	1	Unp.	Auto	Sgle; r.a. urban
23697	24316	Apr. 14	1-15 a.	C.N.R.	Rouses Point Subd., just inside International Bound- ary, Que.	1	W'man.	Auto	Dble; r.a. urban
23698	26782-185	May 3	8-20 p.	C.N.R.	Dryden, 1st crossing West, Ont.	2	Unp.	Auto	Sgle; skew; rural
23699	26727-230	Apr. 22	10-20 k.	C.P.R.	Essex, 7-5 miles North, Ont.	2	Unp.	Wagon	Dble; r.a. rural; stn.
23700	23800	Apr. 21	6-28 a.	W.E. & L.S.	Weyburn Yard, Third St., Sask.	2	Unp.	Auto	Sgle; r.a. rural
23701	23816	Apr. 30	2-24 a.	C.P.R.	Liverpool Station, crossing at, N.S.	1	Unp.	Auto	Sgle; r.a. urban; sdgs.
23702	27218-87	Apr. 28	2-20 p.	C.N.R.	Joliette Station, 2nd crossing East, Que.	1	Unp.	Auto	Sgle; r.a. urban; bldgs.
23703	26782-186	May 9	10-25 p.	C.N.R.	Woodstock, Wilson St., Ont.	2	Unp.	Auto	Sgle; r.a. rural
23704	9437-1007	May 16	11-10 p.	C.N.R.	Kitchener, Strange St., Ont.	3	Unp.	Auto	Dble; r.a. urban; bldgs.
23705	26765-70	May 14	11-50 a.	C.N.R.	Thamesville, 1st crossing East, Ont.	1	Unp.	Auto	Sgle; r.a. urban; bldgs.
23706	9437-1286	May 16	6-07 p.	C.N.R.	Delhi, 3 mile East, Ont.	1	Unp.	Auto	Dble; r.a. urban; bldgs.
23707	26765-247	Apr. 17	3-45 p.	C.N.R.	Huntingdon, 4th St., B.C.	2	Unp.	Auto	Sgle; r.a. urban; bldgs.
23708	23817	Apr. 21	16-50 k.	C.P.R.	Shuswap Subd., Mileage 3-5, B.C.	2	Unp.	Auto	Dble; r.a. rural; h.g.
23709	14529	Apr. 25	21-50 k.	C.P.R.	Victoria, Quadra, B.C.	3	Unp.	Auto	Sgle; r.a. urban
23710	30213	May 8	2-20 k.	C.N.R.	Vancouver, Hastings St., B.C.	1	Unp.	Auto	Dble; r.a. rural; h.g.
23711	654-2	Apr. 20	14-55 k.	C.P.R.	Port Moody, Kyle St., B.C.	1	Unp.	Auto	Sgle; r.a. urban; bldgs.
23712	9437-1056	May 6	12-33 k.	C.P.R.	Merritt, Hartzel Road, Ont.	1	Unp.	Ped.	Dble; r.a. urban; sdgs.; bldgs.
23713	37927	May 6	9-20 a.	C.P.R.	St. Thomas, Elm St., Ont.	1	Unp.	Auto	Sgle; r.a. urban
23714	25542-38	May 23	10-16 p.	L. & P.S.	Strathroy, Oxford St., Ont.	2	Unp.	Auto	Sgle; r.a. urban; bldgs.
23715	26765-145	May 12	11-16 a.	C.N.R.	Albany, crossing at, P.E.I.	3	Unp.	Auto	Dble; r.a. rural; sdgs.; bldgs.
23716	33550-11	May 6	9-05 p.	C.N.R.	Polisburg, Dundas St., Ont.	3	Unp.	Auto	Sgle; r.a. urban; bldgs.
23717	9437-1211	May 21	12-10 p.	C.N.R.	Hills Crossing, Mileage 19-25, Rimouski Subd., Que.	1	Unp.	Auto	Sgle; r.a. urban; bldgs.
23718	26782-187	May 16	1-20 p.	C.N.R.	Renfrew, Raglan St., Ont.	1	Unp.	Auto	Sgle; r.a. rural; trees
23719	686	May 28	1-50 p.	C.P.R.	West Melton, 1st crossing East, Ont.	1	Unp.	Wagon	Sgle; r.a. urban; bldgs.
23720	26727-217	May 28	10-30 a.	C.P.R.	New Hamburg, crossing at, Ont., Waterloo St.	1	Unp.	Truck	Sgle; r.a. urban; bldgs.
23721	9437-1135	May 23	8-35 p.	C.N.R.	Port Colborne, Channing St., Ont.	1	Unp.	Auto	Sgle; r.a. urban; sdgs.
23722	9437-1296	May 23	3-20 p.	C.N.R.	Brighton, 1st crossing West, Ont.	1	Unp.	Auto	Sgle; r.a. urban; sdgs.
23723	3878-208	June 1	5-22 p.	C.N.R.	Belleville, Grier St., Ont.	1	Unp.	Auto	Dble; r.a. urban; sdg.
23724	27673	May 21	6-55 a.	C.N.R.	Charlesbourg, Ste. Clair Road, Que.	1	Unp.	Auto	Dble; r.a. urban; bldgs; h.g.
23725	26782-24	June 1	11-55 a.	C.N.R.	Clive, Main St., Alta.	1	Unp.	Truck	Sgle; r.a. rural; sdg.
23726	23876	June 12	8-45 k.	C.P.R.	Port Colborne, Clarence St., Ont.	1	Unp.	Truck	Sgle; r.a. urban
23727	23879	June 8	9-05 a.	C.N.R.		1	Unp.	Truck	Sgle; r.a. rural
23728	26711-426	June 6		C.N.R.		1	Unp.	Truck	Sgle; r.a. urban

No. 9.—STATEMENT showing highway crossing accidents attended by personal injury, investigated during year ending December 31, 1931.—Continued.

Inv. File	Board File	Date	Time	Railway	Place	K.	I.	Protec- tion	Class of Accident	Remarks
23884	26727-317	June 5	2-45 a.	C.P.R.	Eastview, McCarthy Road, Ont.		1	Unp.	Auto	Sgle; r.a. urban; trees
23885	9437-125	June 1	4-11 p.	C.P.R.	Smiths Falls, 14 miles South, Ont.		2	Unp.	Auto	Sgle; r.a. rural; h.g.
23886	26711-447	June 8	8-25 a.	C.N.R.	Parkhead, 1 mile North, South Que.		3	Unp.	Auto	Sgle; r.a. rural
23889	27156-157	June 7	5-28 p.	C.P.R.	St. Jerome Stn., 1.3 miles East, Que.		1	Unp.	Auto	Sgle; r.a. rural
23890	27156-124	June 9	9-35 a.	C.P.R.	Epiphanie, 2d crossing at, Ont.		1	Unp.	Auto	Sgle; r.r. rural
23893	9437-966	June 9	8-40 a.	C.P.R.	Glen Major Stn., crossing at, Ont.	3	2	Unp.	Auto	Sgle; r.r. rural; h.g.
23897	26727-101	June 23	10-15 p.	C.P.R.	Wilmington, Dundas St., Hill, Ont.		2	Unp.	Auto	DBle; r.a. urban; sgd; trees
23898	9437-931	May 30	3-27 p.	M.C.R.	Victoria Park, Clifton, Ont.		1	L.F.	Bicycle	DBle; r.a. urban
23899	26727-318	June 10	7-30 a.	C.P.R.	Ottawa, crossing near, Ont.		1	Unp.	Truck	DBle; r.a. rural; h.g.
23906	26711-448	June 12	10-30 a.	C.N.R.	Over Lake, crossing near, Ont.		1	Unp.	Truck	Sgle; r.a. rural; h.g.
23913	26727-191	June 24	3-15 a.	C.P.R.	Goverment Road Station, Chalk River Sd., Ont.	1	1	Unp.	Auto	Sgle; skew; rural
23919	26842-132	June 25	6-43 a.	M.C.R.	Pelton, 1st crossing East, Ont.		1	Unp.	Truck	DBle; r.a. rural; trees
23921	26727-319	June 11	8-35 k.	C.P.R.	Mintaki, 1st crossing 100 feet of station shelter, Ont.	3	2	Unp.	Auto	Sgle; r.a. rural
23930	26711-449	June 11	8-38 p.	C.N.R.	Merritt, Merritt St., Ont.		1	Unp.	Auto	Sgle; r.a. urban; bldgs.
23931	27156-159	June 13	7-46 p.	C.P.R.	St. Johns Station, crossing at, Que.		1	Unp.	Ped.	DBle; r.a. urban; sgd. stn.
23933	27156-158	June 27	3-45 p.	C.P.R.	Val David Stn., 2nd crossing North, Que.		1	Unp.	Ped.	Sgle; r.a. urban; sgd.
23942	9437-80	June 30	4-56 p.	C.P.R.	West Station, Denison Ave., Ont.		1	Unp.	Ped.	Sgle; r.a. urban; bldgs.
23948	8391	July 4	6-20 p.	C.N.R.	Armstrong, John St., Ont.		1	Unp.	Auto	Sgle; r.a. urban; bldgs.
23956	33229	June 1	10-00 a.	C.N.R.	St. Quentin Subdivision, crossing at Mileage 49, N.B.	1	1	Unp.	Auto	Sgle; r.a. urban; bldgs.
23961	27218-90	June 12	6-21 p.	C.N.R.	Arcaidia, Main St., N.S.	1	3	Unp.	Auto	Sgle; r.a. urban; bldgs.
23963	33229	June 12	6-21 p.	C.N.R.	Sackville, Bridge St., N.S.	1	1	Unp.	Auto	Sgle; r.a. urban; bldgs.
23966	37936	June 18	11-50 a.	D.A.R.	Lawrencetown Stn., 1st crossing East, N.S.	2	1	Unp.	Truck	Sgle; r.a. urban; bldgs.
23968	31385-161	July 1	5-18 p.	C.N.R.	Yarmouth, Huntingdon St., N.S.		1	Unp.	Auto	Sgle; r.a. urban; bldgs.
23977	27218-88	June 30	4-23 a.	C.P.R.	Woodstock, Dundas St., Ont.		2	Unp.	Truck	Sgle; r.a. urban; sgd; bldgs.
23982	26727-320	June 13	7-23 a.	C.N.R.	Uniondale Station, 5 miles East, Ont.		1	Unp.	Auto	Sgle; r.a. rural; b.f.
23983	9437-928	June 29	8-07 a.	C.N.R.	Montreal, Mountain St., Que.		1	Unp.	Truck	DBle; r.a. urban; bldgs; sgd.
23984	26773-460	June 29	12-50 p.	C.N.R.	La Tuque, St. Joseph St., Que.		5	Unp.	Auto	Sgle; r.a. urban; trees
24003	27365-52	July 8	9-18 k.	C.P.R.	Uxbridge, 1st crossing 500 yds. East, Ont.		2	Unp.	Auto	Sgle; r.a. urban; bldgs; trees
24009	27365-52	July 15	8-45 k.	C.P.R.	Carman, Villard Ave., Man.		2	Unp.	Auto	Sgle; skew; rural
24022	27467-101	July 21	3-35 p.	C.P.R.	Lloydminster Station, crossing East of, Sask.		1	Unp.	Tricycle	Sgle; r.a. rural
24031	26727-260	July 18	4-05 a.	C.P.R.	Lindsay, St. Paul St., Ont.		1	Unp.	Auto	Sgle; r.a. rural; trees
24032	26727-260	July 18	4-05 a.	C.P.R.	Thamesville Station, crossing West of, Ont.		1	Unp.	Auto	Sgle; r.a. rural; sgd.
24041	27156-77	July 14	6-05 k.	C.P.R.	Horton Landing Station, 1st crossing East, N.S.		1	Unp.	Ped.	Sgle; r.a. urban; bldgs.
24048	27156-77	July 18	5-00 p.	C.P.R.	Mt. Vahill, Frontenac St., Que.		1	Unp.	Auto	Sgle; r.a. urban
24052	27156-77	July 23	1-45 a.	C.N.R.	Megantic, Frontenac St., Que.		2	Unp.	Auto	Sgle; r.a. rural
24053	27148-5	Aug. 2	8-00 a.	C.N.R.	Ottawa, Booth's Nepean Yard, Merivale Road, Ont.		1	Unp.	Auto	Sgle; skew rural
24055	27148-5	Aug. 2	8-00 a.	C.N.R.	St. Francois du Lac, 1st crossing East, Que.		1	Unp.	Auto	Sgle; r.a. urban; bldgs.
24058	26782-188	July 10	6-25 p.	C.P.R.	Sorel Station, 1 mile East of, Que.	2	2	Unp.	Auto	DBle; r.a. rural
24062	26727-221	Aug. 3	11-48 a.	C.P.R.	Summersville Station, crossing at, Ont.		1	Unp.	Auto	Sgle; r.a. urban; bldgs.
24070	26727-322	Aug. 5	12-40 a.	C.P.R.	St. Thomas, Talbot St., Ont.		1	Unp.	Auto	Sgle; r.a. rural; trees
24073	26711-462	July 22	7-00 p.	C.N.R.	Canning, 1st crossing East end of shelter, Alta.		1	Unp.	Auto	Sgle; r.a. rural; trees
24075	27811-83	July 31	17-48 k.	C.P.R.	Killam Yard, crossing East of, N.B.		1	Unp.	Ped.	Sgle; r.a. rural; h.g.
24077	26782-189	July 20	12-15 p.	C.N.R.	Chandler Subd., Mileage 18-75, McDonald's Crossing, Que.		1	Unp.	Auto	Sgle; r.a. rural
24078	27802-24	Aug. 10	10-55 p.	T.H. & B.	Dunnville, Broad St., Ont.		1	Unp.	Auto	Sgle; r.a. urban
24080	33250-12	Aug. 18	9-00 a.	C.N.R.	Tignish Subd., crossing at Mileage 58, P.E.I.		3	Unp.	Truck	Sgle; r.a. rural; trees
24081	33229-68	July 8	5-30 p.	C.N.R.	Hampton Station, crossing just West of, N.B.		1	Unp.	Truck	Sgle; r.a. urban; bldgs; trees
24086	9437-1186	Aug. 7	22-00 k.	C.P.R.	Calgary, 12th St. East, Alta.		1	Unp.	Auto	DBle; r.a. urban; sgd.



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No. 9.—STATEMENT showing highway crossing accidents attended by personal injury, investigated during year ending December 31, 1931.—*Concluded.*

Inv. File	Board File	Date	Time	Railway	Place	K.	I.	Protection	Class of Accident	Remarks
24289	26711-459	Sept. 18	12-45 p.	C.N.R.	Richmond, 1st road crossing West, Ont.		1	Unp.	Auto	Sgle; r.a. rural
24291	26782-36	Nov. 5	1-25 p.	C.N.R.	St. Dominique, crossing at, P. Q.		1	Unp.	Auto	Dble; r.a. rural; bldgs.
24294	26782-126	Oct. 28	10-49 a.	N.J.R.	St. Jacques, crossing at Labase Siding, Que.		1	Unp.	Truck	Sgle; r.a. rural
24297	27811-86	Oct. 5	15-55 k.	C.P.R.	Leduc Subd., 10 poles North of M. 52, Alta.		1	Unp.	Truck	Sgle; skew; rural
24298	27811-87	Oct. 5	19-35 k.	C.P.R.	Blackie, crossing at, Alta.		4	Unp.	Auto	Sgle; r.a. rural
24317	26727-227	Oct. 13	8-46 a.	C.P.R.	Fiumboro Stn., 1-2 miles East, Ont.	1	1	Unp.	Auto	Sgle; r.a. rural; trees
24318	27366-58	Oct. 10	9-40 k.	C.P.R.	Solsgrth Stn., 1st crossing West, Man.		1	Unp.	Auto	Sgle; r.a. rural
24319	26717-271	Oct. 11	1-07 a.	C.N.R.	Simcoe, Norfolk St., Ont.	1	1	Unp.	Auto	Sgle; r.a.; urban; bldgs.
24322	26727-329	Oct. 28	1-35 a.	C.N.R.	Uptergrove, 1st crossing 100 yds. East, Ont.		2	Unp.	Auto	Sgle; r.a. rural; bldgs.
24325	26727-12	Oct. 10	4-40 p.	C.P.R.	Midhurst, crossing at, Ont.		1	Unp.	Auto	Sgle; r.a. rural
24326	26727-12	Oct. 31	9-07 a.	C.P.R.	Guelph, Duke St., Ont.		1	Unp.	Auto	Sgle; r.a. rural; bldgs.
24327	26727-85	Oct. 25	12-50 a.	C.N.R.	Alison, Victoria St., Ont.		3	Unp.	Auto	Sgle; r.a. urban; bldgs.
24330	9437-85	Oct. 16	3-38 p.	C.N.R.	Wilmington St., Ont.	1	1	Unp.	Auto	Dble; r.a. urban; bldgs.
24332	9437-846	Oct. 22	12-15 k.	C.N.R.	Saratford, Erie St., Ont.		1	Unp.	Auto	Sgle; r.a. urban; bldgs.
24339	27467-105	Oct. 22	12-15 k.	C.N.R.	Saskatchewan River Bridge, crossing at West end, Sask.		1	Unp.	Auto	Sgle; r.a. rural; trees
24340	26711-400	Oct. 18	1-20 a.	C.N.R.	Richmond Hill, just south of, Ont.		1	Unp.	Auto	Sgle; r.a. rural
24341	27156-39	Nov. 7	9-10 a.	C.P.R.	Bedford, Main St., Q.		5	Unp.	Auto	Sgle; r.a. urban; bldgs; trees
24345	26711-461	Oct. 14	8-15 a.	C.N.R.	Callander Stn., third crossing North, Ont.		1	Unp.	Auto	Sgle; r.a. rural; bldgs.
24349	28786-71	Oct. 22	4-18 k.	C.P.R.	South Edmonton, 104th St., Alta.		1	Unp.	Auto	Sgle; r.a. urban; bldgs.
24351	27156-166	Nov. 14	5-45 p.	C.P.R.	Berthier Station, 1st crossing South, Que.		2	Unp.	Auto	Sgle; r.a. rural
24354	26782-195	Nov. 6	5-50 a.	C.N.R.	Levellie, crossing at, P. Q.		2	Unp.	Auto	Sgle; r.a. urban; bldgs.
24360	26782-196	Nov. 15	4-10 p.	C.N.R.	St. Apollinaire, 1st crossing East, Que.	2	3	Unp.	Auto	Sgle; r.a. rural
24362	37497	Nov. 9	12-50 a.	C.N.R.	St. Leonard, 1st crossing West, Que.		1	Unp.	Auto	Sgle; r.a. urban; bldgs.
24364	9437-85	Oct. 9	3-10 a.	C.N.R.	Blainville, 1st crossing West, Ont.		1	Unp.	Auto	Sgle; r.a. urban; bldgs.
24365	9437-528	Oct. 27	6-25 p.	C.N.R.	Blainville Station, 1 mile West, Ont.		1	Unp.	Auto	Sgle; r.a. urban; bldgs.
24366	26711-463	Nov. 4	5-29 p.	C.N.R.	Souderton, crossing 2 miles south, Ont.		1	Unp.	Auto	Sgle; r.a. urban; bldgs.
24372	26711-462	Nov. 9	8-45 p.	C.N.R.	Quep Junction, Alma St., Ont.		1	Unp.	Auto	Sgle; r.a. rural
24377	28786-72	Nov. 1	5-50 k.	C.N.R.	Quep Junction, crossing West, Alta.		1	Unp.	Auto	Sgle; r.a. rural; bldgs.
24385	27467-107	Oct. 20	6-00 k.	C.N.R.	Tisdale Subd., mileage 151-8, Sask.	1	1	Unp.	Truck	Sgle; r.a. rural; bldgs.
24386	27811-43	Oct. 28	13-15 k.	C.P.R.	Ellesmere Station, 1st crossing South, Alta.		1	Unp.	Auto	Sgle; r.a. urban; bldgs.
24387	28300-37	Oct. 28	12-15 a.	C.N.R.	Mount Denison Station, crossing just west, N. S.		1	Unp.	Auto	Sgle; r.a. urban; bldgs.
24388	15449-114	Oct. 19	7-25 p.	C.N.R.	Offawa, Booth's yard, Bridge St., Ont.		1	Unp.	Auto	Sgle; r.a. urban
24389	27467-106	Nov. 4	18-06 a.	C.N.R.	Prince Albert, 2nd Ave. West, Sask.	1	1	Unp.	Auto	Sgle; r.a. urban; bldgs.
24390	33229-71	Oct. 25	10-06 a.	C.N.R.	Jessoms crossing, Sydney subd., Mile 80-5, N. S.	1	1	Unp.	Auto	Sgle; r.a. urban; bldgs.
24391	26782-193	Nov. 10	9-25 p.	C.N.R.	St. Laurent, Monkland Boulevard, Que.	1	1	Unp.	Auto	Sgle; r.a. rural
24398	27652	Nov. 19	8-25 p.	C.N.R.	Richmond, Bridge St., Que.		3	Unp.	Auto	Sgle; r.a. rural
24402	27467-108	Nov. 6	15-30 k.	C.N.R.	Fort Rouge, Cambridge St., Man.		1	Unp.	Auto	Sgle; r.a. rural
24403	26744-80	Nov. 11	10-45 k.	C.N.R.	Makins, crossing 400 yds. East, Man.		1	Unp.	Auto	Sgle; r.a. rural
24404	26744-81	Nov. 5	7-45 k.	C.N.R.	Brechin East Station, 4th crossing North, Ont.		1	Unp.	Truck	Dble; r.a. urban; bldgs; sdg.
24409	26711-466	Nov. 5	20-47 p.	C.N.R.	St. Boniface, Provencher Ave., Man.		1	Unp.	Truck	Dble; r.a. urban; bldgs; sdg.
24410	24178	Nov. 2	15-30 k.	C.N.R.	St. Boniface, Provencher Ave., Man.		1	Unp.	Truck	Sgle; r.a. rural
24411	24178	Nov. 2	15-30 k.	C.N.R.	Prince Albert, 6th Ave. East, Sask.		1	Unp.	Auto	Sgle; r.a. urban
24412	24178	Nov. 2	15-30 k.	C.N.R.	Lacolle, 2nd crossing West, Que.		1	Unp.	Auto	Sgle; r.a. urban
24413	27467-97	Oct. 22	10-51 a.	C.N.R.	Hamilton, Ottawa St., Ont.		1	Unp.	Auto	Dble; r.a. urban; bldgs.
24414	26782-197	Nov. 28	5-55 p.	C.N.R.	Davenport, Davenport Road, Ont.		2	Unp.	Auto	Dble; r.a. urban; bldgs.
24417	9437-81	Nov. 28	5-55 p.	C.N.R.	Medicine Hat, Allowance Road, Ont.		2	Unp.	Auto	Dble; r.a. urban; bldgs.
24420	1321	Nov. 28	5-55 p.	C.N.R.						
24421	35758	Nov. 19	23-40 k.	C.P.R.						

24423	26807-88	Nov. 16	15-20 k.	C.P.R.	Broadview Subd., Mile 117-25, Sask.	3	Unp.	Auto	Sgle; r.a. rural
24422	5087	Dec. 4	10-37 k.	C.N.R.	Ingersoll, Thames St., Ont.	1	Unp.	Auto	Dble; r.a. urban; bldgs.
24425	27365-54	Nov. 14	21-00 k.	C.P.R.	Roadview Subd., crossing at Mile 46-5, Man.	1	Unp.	Auto	Sgle; r.a. rural; trees
24427	35460-6	Nov. 11	11-30 p.	G.R.R.	Port Dover, Grand River Ave., Ont.	2	Unp.	Auto	Sgle; r.a. urban; bldgs.
24436	26711-468	Nov. 4	8-15 a.	C.N.R.	Port Dover, Grand River Ave., Ont.	2	Unp.	Auto	Sgle; r.a. urban; h.g.
24438	33229-72	Nov. 5	12-10 a.	C.N.R.	Grand River, crossing at Mile 28-90, N.B.	1	Unp.	Auto	Sgle; r.a. rural
24439	27401-11	Nov. 20	9-40 p.	C.P.R.	Fairville, Millar St., N.B.	1	Bell	Auto	Sgle; r.a. urban; bldgs.
24440	27401-57	Oct. 30	8-00 a.	C.P.R.	River de Chute Station, 1-9 miles North, N.B.	1	Unp.	Auto	Sgle; r.a. rural; h.g.
24443	26727-230	Dec. 4	8-35 p.	C.P.R.	Woodbridge Station, 1-9 miles South, Ont.	1	Unp.	Auto	Sgle; r.a. rural
24444	26765-259	Nov. 15	1-25 p.	C.N.R.	Welland, 1st road crossing South of M.C.R. crossing, Ont.	3	Unp.	Auto	Sgle; r.a. rural
24449	32868-1	Dec. 1	12-10 k.	C.N.R.	Winnipeg Terminals, Academy Road, Man.	1	Unp.	Ped.	Dble; r.a. rural
24450	26782-198	Dec. 11	4-17 p.	C.N.R.	Farnham, Bernard St., Que.	2	Unp.	Auto	Sgle; r.a. urban; trees
24451	29444-3	Dec. 7	2-00 p.	C.P.R.	Sawyer's Station, crossing 4 poles south, Que.	2	Unp.	Truck	Sgle; r.a. bldgs; sdg.
24453	37134	Nov. 11	7-00 a.	C.P.R.	Quebec, Harbour Commissioners' crossing, Que.	3	Unp.	Auto	Sgle; r.a. urban
24454	26782	Dec. 10	4-30 p.	C.N.R.	Charlemagne Station, 1st crossing West, Que.	1	Gates	Auto	Sgle; r.a. urban; bldgs.
24455	26711-153	Nov. 19	3-05 p.	C.N.R.	Guelph, 2 miles North, Ont.	1	Unp.	Truck	Sgle; r.a. urban; b.b.
24456	Case 4610	Nov. 22	11-40 a.	M.C.R.	Tilbury, Queen St., Ont.	4	Unp.	Auto	Sgle; r.a. rural
24461	30655	Dec. 7	10-20 a.	C.P.R.	Ottawa, Hinchey Ave., Ont.	3	Gates	Auto	Dble; r.a. urban; stn.
						1	Unp.	Auto	Sgle; r.a. urban; bldgs.
						100	461		

## EXPLANATION OF ABBREVIATIONS

Unp.	Unprotected
L.F.	Lightning Flash
W'man	Watchman
Ped.	Pedestrian
M'Cycle	Motorcycle
Sgle	Single
Dble	Double
r.a.	Right Angle Crossing
U.	Urban
R.	Rural
Bldgs.	Buildings obstructing view
Sdgs.	Sidings
Stn.	Station
b.f.	High Ground
b.f.	Bill-board
b.f.	Board fence

No. 10.—STATEMENT showing accidents to employees while working on or under engines, investigated during year ending December 31, 1931.

Inv. File	Date	Railway	Place	Remarks	K.	I.
23407	Nov. 20	C.N.R.	Iona, N.S.	Water glass broke.	1	1
23413	Dec. 15	C.N.R.	Toronto, Pape Ave., Ont.	Getting up on engine, slipped.		
23433	Dec. 13	C.P.R.	Outremont Yard, Que.	Getting down from tender, tender and cab curved in, caught head.		1
23451	Dec. 17	C.N.R.	Montreal, St. Henri Coach Yard, Que.	Getting down from engine to get drinking water, when climbing back, fell.		1
23455	Nov. 4	C.P.R.	Mildon, Sask.	Shaking down fire, shaker bar slipped.		1
23459	Dec. 13	C.P.R.	Saskatoon Yard, Sask.	Returning to cab from running board, struck head on car on adjacent track.		
23489	Dec. 24	C.P.R.	Winnipeg Coach Yard, Man.	Getting into cab from running board, struck by bridge girder.		1
23501	Dec. 19	C.N.R.	Leper Brook Bridge, N.S.	Slipped on engine apron and fell off.		1
23542	Jan. 17	C.N.R.	Muskoka Junction, Ont.	Scauld by steam escaping from blower pipe.		1
23543	Jan. 6	C.N.R.	Pelton Bridge Branch, Ont.	Water glass broke.		1
23553	Jan. 17	C.P.R.	Lake Louise, Alta.	Grate stuck account of clinkers, shaker bar slipped off mast.		1
23581	Feb. 3	C.N.R.	Lobstick, Alta.	Shaking grates, shaker bar slipped, fell against coal grates.		1
23582	Feb. 1	C.N.R.	Deville, 2 miles East of, Alta.	Fell from engine while oiling.	1	
23583	Jan. 25	C.N.R.	Kinsella, Alta.	Siphon valve on top check flew open.		
23587	Feb. 5	C.N.R.	Winnipeg Terminals, Fort Rouge Yard, Man.			
23612	Feb. 10	C.N.R.	Pangburn, N.B.	Water glass broke.		1
23626	Mar. 4	C.P.R.	Montreal Terminals, Que.	After taking water, fell against manhole cover when closing same.		1
23641	Mar. 8	C.N.R.	Oakville, 2 miles West, Ont.	Inspirator steam starting valve tail piece blew out.	1	2
23697	Mar. 4	C.P.R.	Parry Sound Station, South of, Ont.	Object projecting from plow extra scraped side of engine.		1
23699	Mar. 27	C.N.R.	Owen Sound, Ont.	Water glass broke.		1
23703	Mar. 17	C.N.R.	St. John, Jardine's Bridge, N.B.	Fell between circle rail and turntable wall.		1
23704	Mar. 13	C.P.R.	Tees, Alta.	Fell from engine cab; cause unknown.		1
23720	Mar. 21	C.N.R.	Cullen, Sask.	Switching; struck on side by side door of stock chute.		1
23726	Mar. 25	C.N.R.	Burlington, Ont.	Burned by flame when fire-box door opened.		1
23728	Mar. 26	C.N.R.	Cabot, Man., ½ mile East.	Struck by shaker bar which slipped off shaker.		1
23747	April 3	C.N.R.	St. George, ½ mile East, Que.	Putting fire in engine, slipped, due to snow drifting over rail.		1
23748	Jan. 9	C.N.R.	Riviere a Pierre, Que.	Trying to find trouble on dead-head engine, fell off.		1
23758	April 4	C.P.R.	Julius, Man.	Going out to cab of engine from running board, slipped.		1
				Hand caught between coal gates and shaker bars, while putting coal into conveyor.		
				Getting down from running board of engine, slipped.		1
23781	April 18	C.P.R.	Toronto Terminals, Lambton Yard, Ont.	Struck by shaker bar when same slipped on engine.	1	
23853	May 14	C.N.R.	Napane, Ont.	Fell off engine pilot.		1
23894	May 23	C.P.R.	Cascade Subdivision, Mile 40.8, B.C.	Yard engine ran into passenger equipment in front of station.		1
23877	May 25	C.N.R.	Sudbury Yard, Ont.	Went out to oil guide bar on moving train, fell from engine.		1
23882	May 20	C.P.R.	Outlook Subdivision, Mile 13.5, Sask.	Oiling engine bell, received electric shock.		1
23886	May 23	C.N.R.	Montreal, Tunnel Station, Que.	Lap plate hinge on left side of engine broke off, lap plate tipping over.		1
23888	May 21	C.N.R.	St. Hyacinthe, 1 mile East, Que.	Putting reverse lever down on quadrant, it slipped out.		1
23910	May 28	C.P.R.	Brandon, Man.			

23960	July 2	C.N.R.	Rimouski, Que.	Taking water, struck head on water pipe.	1
23973	June 17	C.P.R.	Shuswap Subdivision, Mile 22, B.C.	Jumped off when engine struck stone on track.	1
24008	June 6	C.P.R.	Laguan Subdivision, Mile 92-9, Alta.	When engine lurched, fell against side of tender.	1
24047	June 29	C.N.R.	Nipissing, Ont.	Closing blow-off cock with hammer, scalded.	1
24067	July 4	C.N.R.	Between Lestock and Leross, Sask.	Opened squirt hose valve in error.	1
24111	July 13	C.N.R.	Donwell, Sask.	Dumping ashpan.	1
24138	Aug. 21	C.P.R.	Leslie, Sask.	Unknown to engineer, fireman got down to dump ashpan.	1
24156	Aug. 22	C.P.R.	Kanaka, B.C.	Water gauge glass broke.	1
24199	July 14	C.N.R.	Joffre East Yard, Que.	Right injector pipe broken.	1
24214	Sept. 3	C.N.R.	Paris Junction, Ont.	Using short rod to pull down on coal chute, rod slipped.	1
24256	Aug. 8	C.N.R.	Brule Subdivision, Mile 111, Alta.	Climbing up to shovel coal down in tender, struck head on cab door.	1
24257	Aug. 11	C.N.R.	Zumbro, Sask.	Shaking fire, shaker bar slipped.	1
24260	Sept. 24	C.N.R.	Pass Lake, Ont.	Going back over tender, stumbled, hit side of railing.	1
24286	Sept. 28	C.N.R.	Minatarec, Ont.	Putting in left injector, sprinkler hose valve opened; hose flew up.	1
24290	Oct. 2	C.N.R.	Stellarton, N.S.	Struck shoulder on car foul of track.	1
24300	Sept. 21	C.N.R.	New Carlisle, Que.	Lubricator plug blew out.	1
24300	Oct. 8	C.N.R.	Donnacona, Que.	Getting off engine, foot caught in side of engine step.	1
24304	Sept. 23	C.P.R.	North Bend, B.C.	Cleaning water glass, struck elbow on bottom mounting.	1
24312	Oct. 14	C.P.R.	Peterboro, Ont.	Trainman getting down from seat in engine cab, struck sprinkler hose causing same to throw hot water over fireman's foot.	1
24357	Nov. 4	C.N.R.	Graham Subdivision, Mile 5, Ont.	Two-inch tube in back of fire-box burst.	2
24358	Nov. 6	M.C.R.	Maidstone, Alta.	Old brake shoe placed on rail flew up, struck cab window.	1
24374	Oct. 26	C.P.R.	Moose Jaw, Sask.	Standing on eccentric rod of oiling pump when hostler moved engine, foot caught.	1
24395	Oct. 15	C.N.R.	Pangburn, N.B.	Pulling up tank spout, slipped.	1
24396	Oct. 21	C.N.R.	Banning, Ont.	Opening fire door, gas came out of fire-box.	1
24397	Oct. 25	C.N.R.	Togo, Sask.	Fell into tender man-hole.	1
24408	Oct. 24	C.N.R.	Port Hood, N.S.	Finger jammed in scraper while handling coal grate.	1
24418	Nov. 13	C.N.R.	North Battleford, Shop Track, Sask.	Struck on head by piece of iron projecting from coal chute.	1
					3
					62





# REPORT OF THE COMMISSIONERS

File No.	Order No.	Location of Crossing	Railway	Nature of Protection
27073-61 26782-173	46105 46117	Vernon, B.C., Elm St. Ste. Rose, Man., 1st crossing East.	C.P.R. C.N.R.	Speed limit of 10 miles an hour retained. Cars kept back 100 feet East of; eastward movements on elevator track flagged.
33569	46125	Marquette, Man., 1st crossing West.	C.P.R.	Cars on elevator track kept back 250 feet; movements to be flagged.
9437-711 26711-415	46142 46151	Valleyfield, Que., Grande Ile Ave. Fonthill, Ont., College St.	C.N.R. C.N.E.	Wigwag signal installed; bonded circuit shortened. Obstruction to view removed.
37212 27156-142	46183 46185	Near Vaudeuil, Que., Petite Cote Road.	C.N. & C.P.	Subway constructed.
26807-41 27365-49	46191	Ivry, Que., crossing just South of Regina, Winnipeg St.	C.P.R.	Trees obstructing view removed.
26711-408	46231	Hamiota, Man., 2nd crossing West.	C.N.R.	Subway constructed.
18119	46232	St. Marys, Ont., James St.	C.N.R.	Speed limitation of 10 miles an hour retained.
9437-547	46251	Montreal, Que., St. Hubert St.	C.N.R.	Bell and wigwag signal installed.
9437-1300	46263	Peterborough, Ont., Park St. at Westcott St.	C.P.R.	Subway constructed.
27401-54	46263	Welsford, N.B., Mile 23-95, St. John Subdivision.	C.N.R.	Bell and wigwag signal installed.
9437-983	46272	Bonny River, N.B., 1-2 miles East of Milverton, Ont., Main St.	C.P.R.	Obstruction to view removed.
27156-70	46313	St. Constant, Que., 1st crossing South. Albion Township, Concession 8, crossing MacTier Subdivision, Ont.	C.P.R.	Bell and wigwag signal installed. Provincial stop signs erected.
9437-942 12072-39 27156-71	46324 46342	Toronto, Ont., Strachan Ave. Rouville, Que., 1st crossing North. St. Barthelemi, Que., 1st crossing East.	C.P.R. C.N.R. M. & S.C.R.	Obstruction to view removed. Electrically-operated gates installed. Provincial stop signs erected.
26765-6 28300-2	46380 46405	Magog, Que., Main St. Guelph Jct., crossing one-half mile East of Lawrencetown, N.S., crossing at East end of	C.P.R. C.P.R.	Cars kept back 200 feet from crossing. Stop signs installed.
37569	46408	Township of York, adjoining Weston, Ont., Jane St. crossing	C.N.R.	Wigwag signal installed.
27218-82 26711-422	46423 46427	Lachine, Que., Rockfield Ave. Heatherton, N.S., crossing, Mile 96-28 Mulgrave Subdivision.	C.N. & C.P. C.P.R.	Bell and wigwag signal installed. Bell and wigwag signal installed.
27218-79 26711-420	46427	Peffers Station, Ont., crossing just East of Elmsdale, N.S., crossing North of Rockwood, Ont., 2nd crossing West.	C.N.R. C.N.R.	Subway constructed. Bell and wigwag signal installed.
26782-125		Chemin du Lac, Que., Mile 6-6 Montmagny Subdivision, 1st crossing West.	C.N.R.	Obstruction to view removed.
9437-319-40 26727-308	46502 46505	Pointe Claire, Que., Broadview Ave. Bothwell, Ont., crossing 2-4 miles West of	C.N.R. C.N.R.	Subway constructed. Obstruction to view removed.
9437-1240 28786-8	46511 46518	Montreal, Que., crossing West end of Victoria Bridge. Hama, Alta., 1st crossing East of	C.N.R. C.N.R.	Gate at South side of crossing installed. Cars to be kept back from crossing.
37705 33229-64	46565	Glenboro Subdivision, Man., Mileage 78-9. Fredericton, N.B., Regent St.	C.P.R. C.P.R.	Diversion. Trees cut down and trimmed.

No. 12.—STATEMENT showing highway crossings at which protection provided, and the nature of protection, during period of twelve months ending December 31, 1931.—*Concluded.*

File No.	Order No.	Location of Crossing	Railway	Nature of Protection
26711-428		St. Thomas, Ont., Alma St.	C.N.R.	Cars kept back 200 feet from street line.
26711-443		Welland, Ont., about 2.1 miles South of, Downsview Highway.	C.N.E.	Advance warning sign installed.
9437-1033	46596	Green Valley, Ont., 2nd crossing East of, Mile 47-0 Winchester Subdivision.	C.P.R.	Double bell and wigwag signal installed.
9437-1090	46599	Three Rivers, Que., Laviolette St.	C.P.R.	Subway constructed.
26711-442		Dorchester, Ont., Centre Road.	C.N.R.	Crossing sign replaced.
26711-433		Bramford, Ont., Stanley St.	C.N.R.	Speed limitation of 10 miles an hour maintained.
26842-141	46763	Springfield, Ont., Side Road.	C.P.R.	Double bell and wigwag signal installed.
9437-914	46764	Springfield, Ont., Main St.	C.P.R.	Double bell and wigwag signal installed.
27811-81		Chesterville, Ont., 2nd crossing North.	C.P.R.	Crossing planking renewed and widened.
26727-3	46790	Commemora, Alta., 2nd crossing North.	C.P.R.	Double bell and wigwag signal installed.
26842-142	46811	Mountain, Ont., Mileage 95-84 Winchester Subdivision.	C.P.R.	Double bell and wigwag signal installed.
26842-143	46812	St. Clair Junction, Ont., Side Road.	M.C.R.	Double bell and wigwag signal installed.
26842-165	46814	Fletcher, Ont., Concession Road.	M.C.R.	Double bell and wigwag signal installed.
26842-144	46815	Lythmore, Ont., Side Road.	M.C.R.	Double bell and wigwag signal installed.
26842-149	46816	Brownsville, Ont., Town Line Road.	M.C.R.	Double bell and wigwag signal installed.
26842-148	46817	Perry, Ont., 2nd Concession Road.	M.C.R.	Double bell and wigwag signal installed.
26842-147	46818	Canfield, Ont., Barkley Side Road.	M.C.R.	Double bell and wigwag signal installed.
26842-146	46819	Hawtreay, Ont., Coal Road.	M.C.R.	Double bell and wigwag signal installed.
27467-40		Beynon, Alta., crossing West of water tank.	C.N.R.	Additional whistle posts erected East and West of crossing.
37283	46791	Meganic, Que., intersection of Agnes St. and Spalding Road.	C.P.R.	Sidewalk constructed on side of subway.
9437-1213	46798	Winchester, Ont., Lawrence St.	C.P.R.	Additional bell and wigwag signal installed.
9437-1086	46931	Near St. Hubert Station, Que., Montreal-Sharbrooke Highway	C.P.R.	Double bell and wigwag signal installed.
26727-55	47027	Toronto, Ont., Front St.	C.P.R.	All train movements to be flagged over crossing by yardman.
27218-83	47029	Sydney Subdivision, N.S., 300 feet East of Mileage 30.	C.N.R.	Trees cut down.
36229-63		Mann Siding, N.B., Mileage 36-70 St. Quentin Subdivision.	C.N.R.	Lumber piles obstructing view removed.
26711-434	46884	Freome Station, Ont., crossing just East of.	C.N.R.	Trees cut down.
33550-11		Albany, P.E.I., Mile 7-58 Borden Subdivision.	C.N.R.	Bushes cut down.
26842-94	46699	Tilbury, Ont., Tilbury St.	M.C.R.	Wigwag signal installed.
26807-83		Outlook Subdivision, Mileage 60, Saskatchewan.	C.P.R.	Stop signs erected.
26782	47101	Montreal, Que., Des Ormeaux St.	C.N.R.	Wigwag signal installed in addition to existing bell.
26786	47158	Edberg, Alta., 1st crossing North of, Stettler Subdivision.	C.N.R.	Cars not to stand more than 25 feet North of stockyards.
Case 2756	47189	Peterborough, Ont., Aylmer St.	C.P.R.	Bell and wigwag signal installed.
37927	47230	Morrison, Ont., Hartzel Road crossing.	C.N.R.	Speed restriction of 10 miles an hour maintained.
27365-52		Carman, Man., Villard Ave.	C.P.R.	Speed restriction of 6 miles an hour maintained.
27218-86	47236	Halifax, N.S., Main St., opposite Shed 23, Halifax Terminal.	C.N.R.	Speed restriction of 10 miles an hour maintained.
9437-290	47238	Landsay, Ont., St. Paul St.	C.P.R.	Speed restriction of 10 miles an hour maintained.
26727-319		Minnetaki, Ont., 1st crossing East of.	C.P.R.	Whistle post installed.
27218-88		Yarmouth, N.S., Huntington St. crossing.	C.N.R.	Speed limitation of 10 miles an hour maintained.



9437-1276	Port Colborne, Ont., Charlotte St.	C.N.R.	Speed restriction of 4 miles an hour maintained.
9437-966	Glen Major, Ont., Mile 68-8 Peterborough Subdivision	C.P.R.	Speed limitation of 10 miles an hour on westbound traffic.
27802-22	Township of Crowland, Ontario Road crossing Lot 24	T.H. & B.	Advance warning signs installed.
26727-320	Hampton, N.B., crossing Mile 18-6 St. Marys Subdivision	C.P.R.	Board fence removed.
33229-68	LaSalette, Ont., LaSalette Road	C.N.R.	Crossing closed on North side.
46951	Fraser, Ont., Creek Road	M.C.R.	Double bell and wigwag signal installed.
46952	Welland, Ont., Southworth St.	M.C.R.	Double bell and wigwag signal installed.
46953	Welland, Ont., Henslar Road	M.C.R.	Double bell and wigwag signal installed.
46954	Fraser, Ont., Argyle Road	M.C.R.	Double bell and wigwag signal installed.
46955	Pelton, Ont., Concession Road	M.C.R.	Double bell and wigwag signal installed.
46956	Maldstone, Ont., Malden Road	M.C.R.	Double bell and wigwag signal installed.
46957	Pelton, Ont., Rear Road	M.C.R.	Double bell and wigwag signal installed.
46958	Pelton, Ont., Sexton Side Road	M.C.R.	Double bell and wigwag signal installed.
46961	Yarmouth, Ont., Yarmouth Centre Road	M.C.R.	Double bell and wigwag signal installed.
46962	Welland, Ont., Raceway St.	M.C.R.	Double bell and wigwag signal installed.
46963	Welland, Ont., Carl's Road	M.C.R.	Double bell and wigwag signal installed.
46964	Pelton, Ont., Town Line Road	M.C.R.	Double bell and wigwag signal installed.
46965	Townsend, Ont., Springvale Road	M.C.R.	Double bell and wigwag signal installed.
46966	Kingsmill, Ont., Edgeware Road	M.C.R.	Double bell and wigwag signal installed.
46967	Hawtrex, Ont., Townline Road	M.C.R.	Double bell and wigwag signal installed.
46968	Brookfield, Ont., County Road	M.C.R.	Double bell and wigwag signal installed.
46969	Bridgeburg, Ont., School House Road	M.C.R.	Double bell and wigwag signal installed.
46970	Netherby, Ont., School Road	M.C.R.	Double bell and wigwag signal installed.
46971	Dufferin, Ont., 2nd Line Road	M.C.R.	Double bell and wigwag signal installed.
46973	Edwards, Ont., MacFarlane Road	M.C.R.	Double bell and wigwag signal installed.
46981	Canfield, Ont., First Side Road	M.C.R.	Double bell and wigwag signal installed.
46982	Bridgeburg, Ont., Lightenburger Road	M.C.R.	Double bell and wigwag signal installed.
47329	Parry Sound, Ont., Isabella St.	M.C.R.	Double bell and wigwag signal installed.
47585	Waterloo, Que., Lewis St.	C.P.R.	Brush and signboard removed.
26711-405	Lansdowne, Ont., 1st crossing West of	C.P.R.	Trees cut down.
9437-1184	Camington, Ont., 1st crossing North of	C.N.R.	Double wigwag signal installed.
26711-452	Welland, Ont., Lincoln St.	C.N.R.	Trees and brush cut down.
26711-456	Uxbridge, Ont., crossing 500 yards East of station	C.N.R.	Cars kept back 200 feet from crossing.
26727-326	Glen Tay, Ont., crossing West of station	C.N.R.	Trees and brush cut down.
27156-162	LeCap, Que., crossing 1-38 miles East of station	C.P.R.	Trees cut down.
26744-74	Portage La Prairie, Man., Gaddy St.	C.P.R.	Trees and shrubs cut down.
26727-325	Elmstead, Ont., East Puce Road, 3 miles East of station	C.N.R.	Stop signs erected.
27401-55	Pemfield, N.B., half mile East of station	C.P.R.	Trees and bushes cut down; approaches graded.
27156-164	Fisher Station, Que., crossing .5 mile North of	C.P.R.	Trees cut down.
27156-165	Montreal, Cabot St., Cote St. Paul	C.P.R.	Speed limitation of 10 miles an hour maintained.
26782-196	St. Apollinaire, Que., 1st crossing East of station	C.P.R.	Whistle post installed.
27156-158	Val David, Que.	C.N.R.	Stop signs installed.
27467-103	Touchwood Subdivision, Mile 93-8 crossing	C.N.R.	Advance warning signs erected.
28786-22	Drumheller Subdivision, crossing Mile 92-8.	C.N.R.	Advance warning signs erected.



No. 13.—STATEMENT showing the number of highway crossings at which protection has been ordered, and the nature of protection set out by provinces, for twelve months ending December 31, 1931.

	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Total
Cars to be kept back required distance				1	2	2		2		7
Removal of view obstructions	1	1	4	5	11					22
Speed limitation maintained		3		1	5				1	12
Switching movements flagged					1	2				3
Stop signs installed				4		1	1			6
Highway crossing sign replaced					1					1
Additional whistle post installed				1	1			1		2
Whistle post installed										2
Diversion						1				1
Highway closed on north side			1							1
Bell and wigwag installed		2	1		5					8
Double bell and wigwag installed				1	35					36
Wigwag added to bell				2	2					4
Advance warning signs installed					2		1	1		4
Subway constructed				5			1			6
Approaches graded					1					1
Bonded circuit of automatic bell decreased				1						1
Crossing planking renewed and widened								1		1
Electrically operated gates installed					1					1
Whistle sounded second time					1					1
Sidewalk constructed on side of subway				1						1
Double wigwag signal installed					1					1
	1	6	6	22	70	8	3	5	1	122

No. 14.—STATEMENT showing number of persons killed and injured at public highway crossings, separately, for the years ending December 31, 1927, 1928, 1929, 1930, and 1931.

Year	Gates		Bell		Lightning Flash Signal		Watchman		Unprotected		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
1927	4	13	16	45				21	79	346	99	425
1928	1	6	22	35			6	9	144	425	173	475
1929	4	16	22	66				16	114	397	140	495
1930	6	21	13	39		4	4		93	406	116	470
1931	1	19	16	46	5	2	1	14	75	375	98	456
	16	75	89	231	5	6	11	60	505	1,949	626	2,321

No. 15.—STATEMENT showing number of highway crossing accidents and the nature of same, for each and every year separately, for years ending December 31, 1927, 1928, 1929, 1930, and 1931.

	Gates						Bell						Lightning Flash					
	1927	1928	1929	1930	1931	Total	1927	1928	1929	1930	1931	Total	1927	1928	1929	1930	1931	Total
Automobile.....	3	3	7	8	9	30	34	31	47	31	32	175				1	4	5
Horse and rig.....					2	2	2	7	3	3		15						
Pedestrian.....	12	5	5	7	6	35	4	3	9	5	3	24						
Steam roller.....																		
Bicycle.....										2		2					1	1
Grader.....																		
Motorcycle.....											1	1						
Tricycle.....																		
Tractor.....																		
	15	8	12	15	17	67	40	41	59	41	36	217				1	5	6

	Watchman						Unprotected						Totals					
	1927	1928	1929	1930	1931	Total	1927	1928	1929	1930	1931	Total	1927	1928	1929	1930	1931	Total
Automobile.....	8	9	8		5	30	218	255	277	249	231	1,230	263	298	339	289	281	1,470
Horse and rig.....							22	28	20	17	9	96	24	35	23	20	11	113
Pedestrian.....	1	3			1	5	10	11	14	13	12	60	27	22	28	25	22	124
Steam roller.....										1		1				1		1
Bicycle.....										1		1				3	1	4
Grader.....										1		1					1	1
Motorcycle.....											1	1					2	2
Tricycle.....											1	1					1	1
Tractor.....											1	1					1	1
	9	12	8		6	35	250	294	311	281	256	1,392	314	355	390	338	320	1,717

The total of 1,717 accidents covers 626 persons killed and 2,321 persons injured, as referred to in preceding Statement.

No. 16.—STATEMENT showing the number of trespassers killed and injured, by provinces and railways, for year ending December 31, 1931.

—	Prince Edward Island		Nova Scotia		New Brunswick		Quebec		Ontario		Manitoba		Saskatchewan		Alberta		British Columbia		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Canadian National.....	1		8	11	4	4	15	20	34	48	4	9	4	12	6	8	2	3	77	116
Canadian Pacific.....					2		7	3	17	14	4	10	8	12	6	11	11	24	55	74
Canadian National Electric										1									1	1
New York Central.....							1													2
Sydney & Louisburg.....				2																2
Michigan Central.....									4	2									4	2
Toronto, Hamilton & Buffalo.....									1											
Dominion Atlantic.....				1					1										1	
Fredericton & Grand Lake																				1
Coal.....																				
Great Northern.....					1														1	1
Algoma Central & Hudson Bay.....																	1	1	1	1
Lake Erie & Northern.....										1	1									1
Northern Alberta.....																			1	1
Quebec Central.....							1								1	1			1	1
.....	1		8	14	7	4	23	24	57	66	8	19	12	24	13	20	14	28	142	200

## RAILWAY COMMISSIONERS FOR CANADA

No. 17.—STATEMENT showing the number of persons killed and injured on the various railways under the jurisdiction of the Board for the years ending December 31, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, and 1931.

Year	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1922.....	5	376	83	2,084	155	396	243	2,856
1923.....	15	558	122	2,542	158	497	295	3,597
1924.....	17	385	107	2,398	194	471	318	3,254
1925.....	6	354	76	2,008	190	593	272	2,955
1926.....	13	329	132	1,727	284	564	429	2,620
1927.....	13	382	101	2,051	239	658	353	3,091
1928.....	18	301	109	2,171	318	721	445	3,193
1929.....	16	349	105	1,891	305	714	426	2,954
1930.....	17	308	95	1,462	313	742	425	2,512
1931.....	9	426	51	1,531	257	723	317	2,680
	129	3,768	981	19,865	2,413	6,079	3,523	29,712

No. 18.—STATEMENT showing the number of persons killed and injured in the more prominent accidents on the various railways, under the jurisdiction of the Board, shown separately for years ending December 31, 1927, 1928, 1929, 1930, and 1931.

	1927		1928		1929		1930		1931		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Derailment.....	15	118	12	151	11	92	12	121	7	242	57	724
Collision, head-on.....	12	129	5	64	17	61	25	2	22	36	301	
Collision, rear-end.....	4	21	3	46	2	23	1	9		14	10	113
Collision in yard.....		49	3	59	3	69	1	26	1	38	8	241
Collision with cars, open switch.....		2				16		3		3		24
Collision with cars standing foul.....		2						2				4
Collision at level (diamond) crossing.....		19				1	1	6		1	1	27
Highway crossing protected.....	20	79	29	50	26	98	23	64	23	81	121	371
Highway crossing unprotected.....	79	346	144	425	114	397	93	406	75	375	505	1,941
Adjusting couplers, coupling, etc.....	5	93	6	108	5	105	3	60	3	59	22	421
Trespassing.....	121	131	127	139	142	136	168	205	142	200	700	81
Hand-car, motor, struck by train.....	13	37	13	36	5	18	8	30	8	10	47	13
Struck by switch-stand, etc.....	2	27		25	1	21		15	1	18	4	10
Crushed between cars and buildings.....	2	10	1	21	1	20	1	7		11	5	6
Falling off passenger train.....	3	22	7	6	4	16	2	11	3	9	19	6
Falling off top of car.....	4	52	5	45	2	47	1	25	1	14	13	18
Falling between cars.....	4	13		13	6	5	4	3	4	5	18	8
Jumping off train in motion.....	6	110	7	136	10	81	7	91	2	66	32	48
Attempt to board train in motion.....	4	64	2	90	1	72	5	67	3	58	15	34
Run down by engine or car.....	23	82	22	84	20	62	27	62	11	47	103	3
Explosion of locomotive boiler.....	1	13	3	3		1	2	5			6	
	318	1,419	389	1,501	370	1,341	359	1,243	286	1,273	1,722	6,7

No. 19.—STATEMENT showing number of cars inspected, together with defects, for year ending December 31, 1931.

	Cars inspected	Cars defective	Per cent defective	Grand total defects	Couplers and parts	Per cent defective	Uncoupling mechanism	Per cent defective	Handholds	Per cent defective
Canadian Pacific.....	20,657	1,103	5.33	1,241	12	0.96	107	8.62	54	4.35
Canadian National.....	26,743	1,558	5.82	1,765	10	0.56	180	10.19	118	6.68
Pere Marquette.....	390	15	3.84	16						
Northern Alberta.....	80	4	5.00	4						
Kettle Valley.....	190	14	7.36	14						
Great Northern.....	230	5	2.17	5						
Toronto, Hamilton & Buffalo.....	195	8	4.10	8						
Esquimalt & Nanaimo.....	160	23	14.37	28	1	3.57	4	14.28	2	25.00
Michigan Central.....	807	32	3.96	36			4	11.11	9	32.14
British Columbia Electric.....	110	7	6.36	8			4	50.00	2	5.55
Quebec Central.....	195	8	4.10	8			1	12.50		
	49,757	2,777	5.58	3,133	23	0.73	300	9.58	185	5.90

	Air brakes	Per cent defective	Ladders	Per cent defective	Sill steps	Per cent defective	Height of couplers	Per cent defective	Miscellaneous	Per cent defective
Canadian Pacific.....	580	46.73	21	1.69	64	5.15	318	25.62	85	6.84
Canadian National.....	507	28.73	33	1.88	142	8.04	460	26.06	315	17.84
Pere Marquette.....	3	18.75					1	6.25	12	75.00
Northern Alberta.....	3	75.00					1	25.00		
Kettle Valley.....	8	57.14					6	42.85		
Great Northern.....	2	40.00								
Toronto, Hamilton & Buffalo.....	6	75.00							3	60.00
Esquimalt & Nanaimo.....	11	39.28			1	3.57				
Michigan Central.....	23	63.88			1	12.50	1	12.50	2	7.14
British Columbia Electric.....	2	25.00					1	12.50	7	19.44
Quebec Central.....	4	50.00							2	25.00
	1,149	36.67	54	1.72	208	6.64	788	25.15	426	13.60



## RAILWAY COMMISSIONERS FOR CANADA

No. 20.—STATEMENT showing defective safety appliances on freight cars as reported by the inspectors for year ending December 31, 1931.

COUPLERS AND PARTS		AIR BRAKES		
Coupler body broken.....	3	Triple valve missing.....	1	
Knuckle pin broken.....	1	Cylinder and triple valve not cleaned within twelve months.....	481	
Knuckle worn.....	1	Cylinder and triple valve not stencilled with date of cleaning.....	11	
Knuckle pin missing.....	12	Cut-out cock defective.....	7	
Lock block broken.....	3	Release cock missing.....	2	
Lock block bent.....	1	Release rod broken.....	5	
Lock block inoperative.....	1	Release rod missing.....	11	
Lock block key missing.....	1	Angle cock defective.....	15	
Total.....	23	Angle cock missing.....	1	
UNCOUPLING MECHANISM		Train pipe broken.....	3	
Uncoupling lever broken.....	19	Train pipe loose.....	28	
Uncoupling lever wrong.....	39	Train pipe bracket missing.....	2	
Uncoupling lever bent.....	100	Hose missing.....	2	
Uncoupling lever incorrectly applied.....	54	Retaining valve defective.....	23	
Uncoupling lever missing.....	5	Retaining valve missing.....	3	
Uncoupling chain broken.....	49	Retaining pipe defective.....	22	
Uncoupling chain too long.....	3	Brake rigging defective.....	246	
Uncoupling chain kinked.....	7	Brake cut out.....	282	
Uncoupling chain missing.....	15	Brake cut out, cars old.....	4	
End casting broken.....	2	Total.....	1,149	
End casting loose.....	5	LADDERS		
Keeper broken.....	1	Ladder round broken.....	4	
Keeper loose.....	1	Ladder round bent.....	33	
Total.....	300	Ladder round loose.....	9	
HANDHOLDS		Ladder loose.....	7	
Handhold broken.....	16	Ladder incorrectly applied.....	1	
Handhold bent.....	123	Total.....	54	
Handhold loose.....	38	SILL STEPS		
Handhold incorrectly applied.....	4	Sill step broken.....	6	
Handhold missing.....	4	Sill step bent.....	175	
Total.....	185	Sill step loose.....	27	
HEIGHT OF COUPLERS		Total.....	208	
Coupler too high.....	1	Miscellaneous total.....		426
Coupler too low.....	4	Grand total.....		3,133
Carrier iron loose.....	783			
Total.....	788			

No. 21-A.—STATEMENT of defects on freight cars shown separately for years ending December 31, 1927, 1928, 1929, 1930, and 1931.

	1927	1928	1929	1930	1931	Total
Couplers and parts.....	95	46	43	48	23	255
Uncoupling mechanism.....	532	440	433	361	300	2,066
Handholds.....	251	233	250	247	185	1,166
Air brakes.....	1,783	1,515	1,861	1,445	1,149	7,753
Ladders.....	136	92	80	86	54	448
Sill steps.....	653	525	453	469	208	2,308
Height of couplers.....	939	1,032	1,179	852	788	4,790
Miscellaneous.....	577	430	496	339	426	2,268
	4,966	4,313	4,795	3,847	3,133	21,054

No. 21-B.—STATEMENT of cars inspected and defective, shown separately for years ending December 31, 1927, 1928, 1929, 1930, and 1931.

	1927	1928	1929	1930	1931	Total
Cars inspected.....	90,561	75,989	69,265	64,708	49,757	350,280
Cars defective.....	4,547	3,822	4,123	3,400	2,777	18,669
Percentage defective.....	5.02	5.02	5.95	5.25	5.58	5.32

No. 22. STATEMENT showing number of locomotives inspected, and number of defects, on the various railways under the Board's jurisdiction, for the year ending December 31, 1931.

	C.N.R.	C.P.R.	S. & L.	E. & N.	G.N.R.	E.T.R.	N.A.R.	A.E.R.	N.Y.C.	Q.C.R.	A.C. & H.B.	C.R. & C. Co.
1. Air compressors.....	2	1										
2. Arch tubes.....	1											
3. Ashpans or mechanism.....	4	1										
4. Blow-off cocks.....	1											
5. Boiler checks.....	3											
6. Boiler shell.....	13	2										
7. Brake equipment.....	12	10										
8. Cabs or cab windows.....	3	3										
9. Cab cards.....	22											
10. Coupling or uncoupling devices.....		1										
11. Crossheads, guides, pistons or piston rods.....	2											
12. Domes or dome caps.....	2											
13. Fire-box sheets.....	2	3										
14. Gauge cocks.....	7	1										
15. Grate shakers.....	25	9	6				1					
16. Handholds.....	2	1										
17. Injectors and connections.....	4	7										
18. Inspection or test not made as required.....	1											
19. Lateral motion.....	1	1					1			1		
20. Lights, cab or classification.....	1	2										
21. Mud rings.....	3	1										
22. Pilot or pilot beams.....	6											
23. Plugs or studs.....		1										
24. Rods, main or side, crank pins, or collars.....		2										
25. Safety valves.....	2	1										
26. Springs, or spring rigging.....	2											
27. Staybolts.....	1	3					1					
28. Staybolts broken.....	1											
29. Steam pipes.....	3	1										
30. Steam valves.....	8	1					1					
31. Steps.....	18	3										
32. Tanks or tank valves.....	3	12										
33. Throttle or throttle rigging.....												
34. Trucks, tender.....	1											
35. Valve motion.....	3											
36. Washout plugs.....	4											
37. Water bar or combustion flues.....		6										
38. Water glass, fittings or shield.....	29	30	8									
39. Wheels.....	3											
40. Miscellaneous signal appliances, badge plates, brakes (hand).....	1	1					7					1
41. Fire protective appliances.....	92	152	5									
	292	255	19				11			1		2
Locomotives inspected.....	5,366	4,869	49	78	31	3	54	11	13	97	138	3
Locomotives defective.....	217	228	14	90			9			1		67

	D.A.R.	P.M.R.	Wabash	T.H. & B.	W.P. & Y.	Tem.	V.H.C. T.R.	M.C.R. & P.C.	N.B.C. & R.	M.C.R.	Total
1. Air compressors.....											1
2. Arch tubes.....											2
3. Ashpans or mechanism.....											1
4. Blow-off cocks.....											1
5. Boiler checks.....											5
6. Boiler shell.....											1
7. Brake equipment.....											3
8. Cabs or cab windows.....											15
9. Cab cards.....											22
10. Coupling or uncoupling devices.....											6
11. Crossheads, guides, pistons or piston rods.....											22
12. Domes or dome caps.....											22
13. Fire-box sheets.....											1
14. Gauge cocks.....											1
15. Grate shakers.....											2
16. Handholds.....											2
17. Injectors and connections.....											2
18. Inspection or test not made as required.....							1				8
19. Lateral motion.....											5
20. Lights, cab or classification.....											42
21. Mud rings.....											3
22. Pilot or pilot beams.....											11
23. Plugs or studs.....											1
24. Rods, main or side, crank pins, or collars.....											2
25. Safety valves.....											8
26. Springs or spring rigging.....											5
27. Staybolts.....											1
28. Staybolts broken.....											1
29. Steam pipes.....											4
30. Steam valves.....											3
31. Steps.....											1
32. Tanks or tank valves.....											7
33. Throttle or throttle rigging.....											9
34. Trucks, tender.....											22
35. Valve motion.....							1				15
36. Washout plugs.....											1
37. Water bar or combustion flues.....											1
38. Water glass, fittings or shield.....			3								3
39. Wheels.....											4
40. Miscellaneous signal appliances, badge plates, brakes (hand).....											3
41. Fire protective appliances.....		1	5				1				3
		1	8								*263
Locomotives inspected.....	19	9	17	11			3				592
Locomotives defective.....		1	5								10,866
Per cent inspected found defective.....		11	29		29	6	7	2	1	53	479
							29				4

\* Joint inspection, Operating and Fire Inspection Departments.



## APPENDIX "D"

REPORT OF THE CHIEF FIRE INSPECTOR OF THE BOARD,  
CLYDE LEAVITT, FOR THE YEAR ENDING  
DECEMBER 31, 1931

February 8, 1932.

A. D. CARTWRIGHT, Esq.,  
Secretary, Board of Railway Commissioners,  
Building.

SIR,—In accordance with section 31 of the Railway Act, 1919, the annual report covering the work of the Fire Inspection Department of the Board for the year ended the thirty-first day of December, 1931, is respectfully submitted.

The railway fire record for the year compares very favourably with that of any during the past twenty years, previous to which statistical records were not available. In comparison with the average for the preceding eight years, the railways were in 1931 charged with 30.3 per cent less fires, burning over 75.2 per cent less area, and causing 84.8 per cent less damage. While favourable weather conditions will in some degree account for the reduced losses, there were periods of high hazard in various parts of the Dominion, and credit must be given the railways for much effective work in fire prevention and control.

## ORGANIZATION

During 1930 Parliament passed Bills providing for the transfer to the western provinces of the natural resources of Manitoba, Saskatchewan, and Alberta and the Railway Belt and Peace River Block in British Columbia.

On agreements being made effective between the Dominion and provincial Governments, the Dominion Forest Service, Department of the Interior, was relieved of its administrative functions with respect to the protection and management of forest lands. This automatically cancelled the co-operative agreement entered into in 1912 between the Board and the Forest Service, whereby certain officials of the latter were appointed ex-officio officers of the Board's Fire Inspection Department, for the enforcement of General Order No. 362 and of section 280 of the Railway Act.

Following the transfer of the natural resources to the western provinces, forest service organizations were established by the provincial Governments of Manitoba, Saskatchewan, and Alberta, and co-operative agreements were entered into during the fall of 1930 and spring of 1931, providing for the ex-officio appointment of selected officers of these organizations to act as local officers of the Board's Fire Inspection Department.

Co-operation with the forest protective services of other Dominion and provincial organizations was continued. Altogether 184 officials of all such organizations acted as ex-officio officers of the Board's Fire Inspection Department during 1931, as follows:—

Nova Scotia Forest Service.....	10
New Brunswick Forest Service.....	4
Quebec Forest Protection Service (including Forest Protective Associations).....	26
Ontario Forestry Branch.....	62
Manitoba Forest Service, Department of Mines and Natural Resources.....	5
Saskatchewan Department of Natural Resources.....	5
Saskatchewan Office of Superintendent of Insurance.....	2
Alberta Forest Service, Department of Lands and Mines.....	3
Alberta Game Commissioners Office, Department of Agriculture.....	2
Canadian National Parks Branch, Department of the Interior.....	5
British Columbia Forest Branch, Lands Department.....	59
Yukon.....	1

Mr. Duncan Gray was appointed Inspector of Fire Prevention with headquarters at Calgary, Alta., effective October 19, 1931. Mr. Gray had for fifteen years previously been an officer of the Dominion Forest Service in Alberta, assigned to local inspection for the Board's Fire Inspection Department, under the co-operative arrangement above noted.

#### RAILWAY FIRE PATROLS

The total railway mileage of the Dominion subject to the Board's jurisdiction was increased during 1931 by 191 miles, making a grand total of 41,547 miles, of which 14,274 miles or 34·35 per cent is classified as running through forested territory. Of this, special patrol by selected members of section crews was prescribed during 1931 on 6,809 miles; special patrol by special men on velocipedes on 153 miles; on power speeders, 931 miles; foot patrol, 4 miles, and special patrol by men on saddle horses or track velocipedes on 128 miles of line under construction. There was thus a total of 8,025 miles of line on which some form of special patrol by railway forces was prescribed for periods of fire danger. This special patrol service required the special attention to fire patrol of 1,034 selected members of section crews, averaging one man to each 6·58 miles of track; 14 velocipedes and 42 power speeder patrolmen; 1 foot and 4 construction patrolmen; a total of 1,095 special fire patrolmen on all lines. On 6,249 miles of railway in forested territory where the fire-hazard is not extreme, special fire patrol is not prescribed, the detection, reporting and extinguishing of fires being made a part of the regular duties of the section forces and other regular employees, in accordance with special instructions issued by the railway managements.

#### FIRE STATISTICS

Railways subject to the Board's jurisdiction throughout Canada are reported as having caused 578 fires in territory classified as forested. These fires burned over a total of 19,937 acres, with forest and other property loss valued at \$24,511. Of this area, 6,933 acres was young forest growth, 1,290 acres merchantable timber, and 1,008 acres slashing or old burn not restocking, while 10,706 acres was non-forest land. The area of forest land burned over was thus 9,231 acres or 46·30 per cent of the total. The valuation of young forest and standing timber destroyed is \$17,367 or 70·86 per cent of the total damage; forest products consisting of poles, ties and cordwood to the value of \$247 or 1 per cent, and improved property in some form, valued at \$6,897 or 28·14 per cent of the total, were also destroyed. Of the 578 fires attributed to the railways, 32·70 per cent were incipient, 52·77 per cent covered between one-fourth acre and ten acres each, while 14·53 per cent attained a size over ten acres each.

Detail statistics by railways are shown in the accompanying tabulation; another table follows, showing the distribution of fires attributed to railways, as between locomotives and employees. The former includes fires attributed to stacks or ash pans of locomotives or other portable boilers. The employee fires are mostly cases where fires escaped from section forces burning right of way or old ties. Fires attributed to locomotives comprise 62·63 per cent of the total number of railway fires, and these burned 76·10 per cent of the total area, causing 59·26 per cent of the estimated total loss in money value of forest and other property destroyed by railway fires. Employee fires account for 37·37 per cent of the number, 23·90 per cent of the area, and 40·74 per cent of the money value of damage done.

Railway fires occurring east of Fort William, Port Arthur and Armstrong represent 27·34 per cent of the number, 13·70 per cent of the area and 11·28 per cent of the damage attributed to the railways. Railway fires occurring in British Columbia, chiefly on lines in the East and West Kootenay, represent 43·08 per cent of the number, 55·83 per cent of the area and 58·53 per cent of the damage attributed to railways throughout the Dominion.

In addition to the foregoing, there were reported 49 fires burning in ties in the track, not spreading or causing damage other than to track ties.

Two hundred and fifty-six fires, originating within 300 feet of track in forested territory are attributed to known causes other than the railway. Of these, 95 are charged to campers and travellers, 129 to settlers, and 32 to other known causes, 78 were incipient, 96 burned one-fourth acre to ten acres each, and 82 burned more than ten acres each. These fires burned over 3,087 acres of young forest growth, 1,768 acres of merchantable timber, 2,678 acres of slash or old burn not restocking and 16,642 acres of non-forest land, with total damage to forest and other property estimated at \$64,449. Fires in this category in British Columbia represent 21·87 per cent of the number, 50·45 per cent of the area and 82·20 per cent of the damage.

Fires of unknown origin originating within 300 feet of track total 61, burning over 572 acres, with forest and other property loss valued at \$13,201. Of this the forest valuation accounts for \$185.

Thus, all fires reported as having originated within 300 feet of track in forested territory due to all causes, total 895, burning an area of 44,684 acres of forest and non-forest land, with total estimated damage of \$102,101.

#### FIRE GUARD REQUIREMENTS

In accordance with the Fire Guard Requirements, 5,703·58 miles of fire guards were constructed or maintained in uncultivated lands (fenced grazing and wild lands) in non-forested sections of the Prairie Provinces.

#### FIRE GUARDS, 1931

Railway	Mileage, both sides of track to be accounted for, exclusive of approved exemptions	Mileage, constructed or maintained during year	Per cent completion
Canadian Pacific Railway.....	3,744·43	3,432·58	91·67
Canadian National Railways....	3,328·50	2,246·00	67·40
Northern Alberta.....	25·20	1·50	5·95
Great Northern Railway.....	23·50	23·50	100·00
Totals.....	7,121·63	5,703·58	80·08

SUMMARY of Reports on fires in forest sections originating within 300 feet of track along railway lines subject to the jurisdiction of the Board of Railway Commissioners for Canada, season of 1931

	Canadian Pacific (Eastern Lines) (a)	Canadian Pacific (Western Lines) (b)	Canadian National (Atlantic Region)	Canadian National (Central Region)	Canadian National (Western Region) (c)	Algoma Central and Hudson Bay	Northern Alberta Railways	Great Northern	Miscellaneous (d)	Totals
<b>FIRES OF RAILWAY ORIGIN</b>										
<i>Number by causes—</i>										
Locomotive, Class A fires.....	5	66	17	14	15	.....	5	8	2	132
Locomotive, Class B fires.....	16	105	10	10	36	.....	5	1	3	186
Locomotive, Class C fires.....	2	21	3	.....	12	.....	4	.....	2	44
Employees, Class A fires.....	3	1	2	9	30	.....	10	.....	.....	57
Employees, Class B fires.....	6	11	24	18	29	.....	27	1	.....	119
Employees, Class C fires.....	1	4	3	5	16	.....	11	.....	.....	40
Total, Class A fires.....	8	67	19	23	45	.....	15	8	2	189
Total, Class B fires.....	22	116	34	28	65	.....	32	2	3	305
Total, Class C fires.....	3	25	6	5	28	.....	15	.....	2	84
Total, all Railway Fires.....	33	208	59	56	138	.....	62	10	7	578
<i>Areas burned (acres) —</i>										
Young forest growth.....	26	4,431	292	182	1,633	.....	324	10	4	6,933
Merchantable timber.....	1	595	54	.....	284	.....	336	.....	.....	1,270
Slashing or old burn.....	16	192	.....	198	556	.....	.....	3	43	1,008
Other classes of land.....	100	4,302	1,733	80	3,604	.....	873	5	6	10,706
Total.....	143	9,520	2,079	460	6,097	.....	1,563	18	53	19,937
<i>Value of property destroyed—</i>										
Young forest growth.....	\$ 44	\$ 6,545	\$ 1,404	\$ 156	\$ 4,746	.....	\$ 854	\$ 35	\$ 14	\$ 13,858
Standing timber.....	8	633	539	.....	632	.....	1,706	.....	.....	3,509
Forest products.....	1	114	.....	45	87	.....	.....	.....	.....	247
Other property.....	125	2,632	125	244	3,620	.....	131	.....	.....	6,897
Total.....	\$ 178	\$ 9,944	\$ 2,128	\$ 445	\$ 9,076	.....	\$ 2,691	\$ 35	\$ 14	\$ 24,511



SUMMARY of Reports on fires in forest sections originating with in 300 feet of track along railway lines subject to the jurisdiction of the Board of Railway Commissioners for Canada, season of 1931—*Continued*

	(a)	(b)	Canadian Pacific (Atlantic Region)	Canadian National (Central Region)	Canadian National (Western Region)	Algoma Central and Hudson Bay	Northern Alberta Railways	Great Northern	Miscel- laneous (d)	Totals
<b>KNOWN CAUSES OTHER THAN RAILWAY</b>										
<i>Number by Causes—</i>										
Camper and travellers, Class A.....	5	10	2	4	8	5	8	3		45
Camper and travellers, Class B.....	10	9		7	14		1			41
Camper and travellers, Class C.....	2	2			2		2	1		9
Settlers, Class A.....	1		2	6	8		2			19
Settlers, Class B.....	1		1	2	9		25			40
Settlers, Class C.....		5			27		38			70
Other known causes, Class A.....	1	4		1	6			1	1	14
Other known causes, Class B.....	3	2		3	7					15
Other known causes, Class C.....					3					8
Total, Class A.....	7	14	4	11	22	5	10	4	1	76
Total, Class B.....	14	13	1	12	30		26			96
Total, Class C.....	2	7			32		40	1		82
Total of other known causes.....	23	34	5	23	84	5	76	5	1	256
<b>Areas burned (acres)—</b>										
Young forest growth.....	18	1,883		24	581		581			3,087
Merchantable timber.....	1	231			136		1,400			1,768
Slashing or old burn.....	12	1,188			1,463			15		2,678
Other classes of land.....	121	8,864	1	14	4,792		2,940			16,642
Total.....	152	12,166	1	38	6,882		4,921	15		24,175
<b>Value of property destroyed—</b>										
Young forest growth.....	2	\$ 2,699		\$ 29	\$ 1,542		\$ 1,016			\$ 5,288
Standing timber.....		2,675			651		6,700			10,026
Forest products.....				75	455					530
Other property.....	40	5,214		39	43,220		92			48,605
Total.....	42	\$ 10,588		\$ 143	\$ 45,868		\$ 7,808			\$ 64,449

FIRE OF UNKNOWN ORIGIN

Number—		Areas Burned (acres)—		Value of property destroyed—	
Class A.	Class B.	Young forest growth.	Merchutable timber.	Young forest growth.	Standing timber.
Class C.		Slashing or old burn.	Other classes of land.	Forest products.	Other property.
23	23				
29	29				
9	9				
61	61				
81	81				
50	50				
54	54				
387	387				
572	572				
331	331				
10,000	10,000				
2,870	2,870				
13,201	13,201				

(a) Includes Algoma Eastern Railway; Fredericton and Grand Lake Coal and Railway; New Brunswick Coal and Railway; Dominion Atlantic and Quebec Central Railways.  
(b) Includes Esquimalt and Nanaimo and Kettle Valley Railways.  
(c) Excludes Hudson Bay Railway.

NOTE.—No fires were reported during 1931 within 300 feet of track in forest sections along the following lines: Maine Central (N. B. A. Montpelier and White Pass and Yukon Route); passing Central, Sydney and Louisbourg and White Pass and Yukon Power Company and Temiscouata.

Class A fires are those which cover an area less than one-fourth acre, regardless of amount of damage.  
 Class B fires are those which cover an area of one-fourth acre to ten acres.  
 Class C fires are those which cover an area over ten acres.

## SUMMARY of Fires of Railway Origin in Forest Sections, Classified by Causes, Season of 1931

Cause of Fire	Number of Fires			Forest Land Burned				Non-forest land burned		Damage to Forest Products		Damage to Other Property		Grand Totals		
	Class			Total		Acre		Per cent	Acre	Per cent	Acre	Per cent	Acre	Per cent	Damage	Per cent
	A	B	C													
Locomotive.....	132	186	44	362	62.6	6,664	72.2	57.2	8,768	79.4	54	4,353	15,172	76.1	14,524	59.3
Employee.....	57	119	40	216	37.4	2,567	27.8	42.8	2,198	20.6	193	2,364	4,765	23.9	9,987	40.7
Totals.....	189	305	84	578	100.0	9,231	100.0	100.0	10,966	100.0	247	6,897	19,937	100.0	24,511	100.0

SUMMARY of Reports of Fires in Forest Sections originating within 300 feet of track along Railway Lines subject to the jurisdiction of the Board, Season of 1931; Showing by Provinces the number of fires; Areas burned and value of property destroyed, by classified causes.

Province	Fires of Railway Origin						Known causes other than Railway						Fires of Unknown Origin					
	No		Acre		Per cent		No		Acre		Per cent		No		Acre		Value	
	Per cent		Per cent		Value	Per cent	No	Per cent	Per cent	Acre	Per cent	Value	No	Per cent	Per cent	Value	Per cent	Per cent
Nova Scotia.....	33	5.71	1,955	9.80	2,024	8.25	3	1.17	1				15	24.69	17	2.97	4	0.03
New Brunswick.....	43	7.44	2,975	1.04	245	1.00	2	0.78	1				2	3.28	3	0.52	9	0.07
Quebec.....	28	4.84	3,011	1.52	102	0.41	11	4.30	352	1.46	818		8	13.11	29	5.07	15	0.11
Ontario.....	70	12.11	8,911	4.47	3,373	13.76	47	18.36	3,326	13.89	329		9	14.75	54	9.44	125	0.93
Manitoba.....	21	3.63	1,255	0.53	61	0.25	5	1.92	1,332	5.10			7	11.47	56	9.80	31	0.23
Saskatchewan.....	17	2.94	2,786	13.98	1,276	5.21	7	2.83	7,655	29.18	10,280		2	3.28	83	14.51	70	0.53
Alberta.....	115	19.00	2,512	12.70	3,083	12.58	125	48.83					15	15.97	3	0.52		
British Columbia.....	249	43.08	11,131	55.83	14,347	58.53	56	21.88	12,197	50.46	52,978		15	82.20	327	57.17	12,947	98.08
Yukon Territory.....	2	0.35		0.03														
Totals.....	578	100.00	19,937	100.00	24,511	100.00	256	100.00	24,175	100.00	64,440		61	100.00	572	100.00	13,201	100.00

## FIRE PROTECTIVE APPLIANCES ON LOCOMOTIVES

During the year, officers of the Fire Inspection Department inspected fire protective appliances on 4,054 locomotives. Of this total, the fire protective appliances on 197 locomotives or 4.85 per cent, were found to be in a defective condition.

This phase of the work is primarily under the jurisdiction of the Board's Operating Department, the Fire Inspection Department's work in this connection being in co-operation with that department.

## INSPECTIONS of locomotive fire-protective appliances, 1931, by Fire Inspection Department, B.R.C.

Railway	Province	Number Inspected	Number Defective
Canadian Pacific Railway.....	New Brunswick.....	78	.....
Canadian Pacific Railway.....	Quebec.....	196	.....
Canadian Pacific Railway.....	Ontario.....	1,004	1
Canadian Pacific Railway.....	Prairie Provinces.....	263	18
Canadian Pacific Railway.....	British Columbia.....	391	101
Totals.....		1,932	7
			127
Canadian National Railways.....	Nova Scotia.....	64	.....
Canadian National Railways.....	New Brunswick.....	139	.....
Canadian National Railways.....	Quebec.....	275	5
Canadian National Railways.....	Ontario.....	1,201	5
Canadian National Railways.....	Prairie Provinces.....	227	30
Canadian National Railways.....	British Columbia.....	55	21
Totals.....		1,961	61
			61
Dominion Atlantic.....	Nova Scotia.....	5	.....
Sydney and Louisburg.....	Nova Scotia.....	6	2
Cumberland Railway and Coal Co.....	Nova Scotia.....	1	.....
Maritime Coal, Railway and Power Co.....	Nova Scotia.....	2	1
Temiscouata.....	Quebec.....	6	.....
Nipissing Central.....	Quebec.....	3	.....
Algoma Central and Hudson Bay.....	Ontario.....	60	.....
Northern Alberta Railways.....	Alberta.....	42	6
Great Northern.....	British Columbia.....	7	.....
White Pass and Yukon Route.....	British Columbia and Yukon.....	29	.....
Totals.....		161	9
Totals all railways.....		4,054	197





Fencing of Right of Way, Sec. 374.....	7	12	3	8	4	7	1	3	21	1	8	43
Bridges, Secs. 249-251.....	9	40	12	5	5	10	4	30	7	3	7	135
Tunnels, Subways, Secs. 249-251.....							5	12	6	11	13	127
Tolls and Traffic on Bridges and Tunnels, Sec. 359.....	2	3	1	3	4	1	3	2	5	3	1	2
Opening of Railway, Secs. 276-277.....												28
Rolling Stock, Secs. 298-301.....												11
Train Service.....												11
Working of Trains, Sec. 287.....	2	4	4	11	15	5	3	14	4	7	6	95
Running of Trains, Secs. 302-304.....												6
Accom. for Traffic, Sec. 312.....	9	3	1	4	4	1	4	3	1	1	1	3
Prov. for Carriage, Secs. 344-348.....	4	1	3	4	1	4	4	3	1	1	2	42
Clearances.....	1	1	2	1	1	4	1	2	1	13	2	13
Dangerous Commodities, Secs. 349-350.....												25
Thistles and Weeds, Secs. 279-280.....												7
Fires from Locomotives, Secs. 280-281-287-387.....												1
Passengers' Baggage, Sec. 352.....	1											1
By-laws re Tolls, Sec. 323.....												1
Adjustment in rates.....												1
Freight Classification, Sec. 322.....	1	8	10	5	2	3	3	11	6	5		62
Filing of Tariffs.....		1	1	1	2	5			1			6
Reduced Rates and Free Transp'n, Secs. 345-346.....												1
Disallowance of Tariffs, Sec. 325.....												1
Standard Freight Tariffs, Sec. 330.....												1
Standard Passenger Tariffs, Sec. 334.....												1
Special Freight Tariffs, Sec. 331.....	1	1		1	1		1		2	1	2	13*
Special Passenger Tariffs, Sec. 335.....		2	2	1	1		3	5	2	2	1	3
Joint Tariffs, Secs. 336-341.....												4
Express Tolls, Secs. 360-366.....		1										18
Carriage by Express, Sec. 364.....												1
Statistics and Returns, Secs. 379-384.....	1	4	9	4	1	4	3	2	1	10	5	10
Claims and Refunds.....	2				2				8	3		53
Enquiries.....		2	1		1	1			1	2		8
Requests.....	5	9	8	36	21	9	2	8	5	3	6	119
Complaints.....												7
Miscellaneous.....	19			1	2		4	1	1	1	1	13
Stations, Freight sheds, etc., destroyed by fire.....	7	27	37	39	29	39	29	12	13	39	22	326
Railway Grade Crossing Fund, Sec. 262.....		9	7	39	6	7	2	6	5	2	2	96
Obstruction to Traffic.....	4	3	3	2	2	2	2	3	3	1		1
Totals.....	262	312	300	364	300	434	263	216	278	243	258	3,482

LIST of cases appealed to the Supreme Court of Canada, from February 1, 1904, to December 31, 1931

File No.	Subject	Decision
643	Montreal Terminal Ry. Co. vs. Montreal Street Ry. Co., Pius IX, Ave., upon question of jurisdiction.....	Allowed.
1455	James Bay Ry. Co. vs. G.T.R. Co., undercrossing at a point near Beaverton, Ont., Lot 13, Con. 7, Twp. of Thorah.....	Dismissed.
1192	James Bay Ry. Co., vs. G.T.R. Co. Crossing Belt Line Spur Question of Law.....	Dismissed.
383	Ottawa Electric Ry. Co., and City of Ottawa, Ont., vs. Canada Atlantic Ry. Co., re Bank Street Subway, Ottawa. Question of law.....	Dismissed.
1621	Toronto Ry. Co., against Order 7813, July 3, 1909, re high level bridge over Don Improvement and tracks of G.T.R. and C.P.R., Toronto, Ont. Question of jurisdiction.....	Dismissed.
589	Re Toronto Union Station, A. R. Williams, expropriation. Question of jurisdiction.....	Dismissed.
C. 1680	Essex Terminal Ry. Co. and W.E. & L.S.R. Ry. Co., crossing in twp. of Sandwich, Ont. Question of law.....	Dismissed.
C. 1309	Robinson vs. G.T.R. Co. Two-cent rate. Question of law.....	Dismissed.
689	C.P.R. Co. vs. G.T.R. Co., re branch line at London, Ont. Question of jurisdiction.....	Dismissed.
1497	T. D. Robinson vs. C.N.R. Co. spur at Winnipeg. Question of jurisdiction.....	Dismissed.
9527	Montreal Street Ry., re rates, Mount Royal Ward. Question of jurisdiction.....	Allowed.
C. 1419	Ontario Department of Agriculture vs. G.T.R. Co. re station at Vineland, Ont., jurisdiction.....	Dismissed.
C. 3322	Re Toronto Viaduct Appeal of C.P.R. Co. Question of law.....	Dismissed.
C. 4897	Re fencing and cattleguards, Order 7473, Appeal of C.N.R. Co. upon question of jurisdiction.....	Allowed.
C. 4492	City of Toronto, Ont., vs. G.T.R. and C.P.R. Cos. re commutation rates. Question of law.....	Withdrawn.
C. 3378	City of Ottawa, Ont. and County of Carleton re Richmond Road Viaduct. Question of jurisdiction.....	Dismissed.
C. 2545	G.T.R. Co. and C.N.O.R. Co. re spur in Twp. of Carboro, Ont. Question of jurisdiction.....	Dismissed.
13079	G.T.R. Co. vs. British American Oil Cos., re oil rates. Question of law.....	Dismissed.
C. 3269	G.T.P.R. Co. vs. City of Fort William, Ont., re location. Question of jurisdiction.....	Dismissed.
1319	N. St. C. & T. Ry. Co. vs. Davy. Question of jurisdiction.....	Allowed.
11965	Clover Bar Coal Co. and Wm. Humberstone vs. G.T.P. and the Clover Bar Sand and Gravel Co. Question of jurisdiction.....	Dismissed.
15580	Regina Rates Case. Question of law.....	Dismissed.
12682	G.T.P.R. Co. vs. A. E. Purcell, of Saskatoon, Sask. Question of jurisdiction.....	Dismissed.
17963	C.P.R. Co. vs. British American Oil Companies. Question of jurisdiction.....	Dismissed.
C. 3269	G.T.R. & C.P.R. Cos. vs. Canadian Oil Companies. Question of jurisdiction.....	Dismissed.
15530	B.C. Elec. Ry. Co. V.V. & E. Ry. Co., vs. City of Vancouver, B.C. Question of jurisdiction.....	Dismissed.
15530-1	E. B. Chambers and W. E. C. Phair vs. C.P.R. Co. Question of jurisdiction.....	Allowed.
20062	C.N.R. Co. vs. Wm. A. Taylor. Jurisdiction.....	Dismissed.
27095	G.T.R. Co. vs. City of Edmonton, Alta. Question of law.....	Dismissed.
1487	Montreal Tramways and M.P. & I. Ry. Co. vs. Lachine, Jacques Cartier & Maisonneuve Ry. Co. Question of jurisdiction.....	Allowed.
18578	City of Hamilton Ont., vs. T.H. & B. Ry. Co. Question of jurisdiction.....	Allowed.
18578	G.T.R. Co. vs. Hepworth Siliceon Pressed Brick Co. Question of law.....	Dismissed.
19435	Toronto Ry. Co. and City of Toronto, Ont., vs. C.P.R. Co. Question of law and jurisdiction.....	Dismissed.
14329-9	C. 3935 City of Edmonton, Alta. vs. E.D. & B.C. Ry. Co. Question of law.....	Dismissed.
23009	Ingersoll Tel. Co. and others vs. Bell Tel. Co. Question of law.....	Dismissed.
21428	G.T.R. Co. vs. Bourassa of Laprairie, Que. Question of law and jurisdiction.....	Withdrawn.
12021-70	G.N.W. Tel. Co. submit for opinion of Court, a question of law involved in matter of General Order No. 162.....	Abandoned.
9437-153	Government of Manitoba and J. S. Ashdown Hardware Co., re 15 p.c. increase in freight rates. Question of jurisdiction.....	Abandoned.
C. 3935	C.P.R. Co. vs. Department of Public Works for Ontario, re crossing in Twp. of Kirkpatrick. Question of law.....	Withdrawn.
10471	E. & N. Ry. Co. re right of City of Victoria, B.C. to have access over bridge at Victoria Harbour. Jurisdiction.....	Abandoned.
27524	Municipality of Burnaby, B.C. vs. B.C. Elec. Ry. Co. re commutation rates. Jurisdiction.....	Abandoned.
13622	City of Toronto vs. Toronto Terminal Ry. Co. re Pressure pipes under Bay, Scott and Yonge Sts., Toronto, Ont. Question of law.....	Dismissed.
28439	Application of Mr. Wagenast for a stated case in re Brampton commutation rates. Question of law.....	Dismissed.
28950		
C. 3378		

List of Cases appealed to the Supreme Court of Canada, from February 1, 1904, to December 31, 1931.—*Concluded*

File No.	Subject	Decision
C. 2987	Ottawa Electric Ry. Co. against Order of the Board disallowing proposed increase in passenger rates. Question of jurisdiction.....	Allowed.
21404-6	Board submits stated case for the opinion of the Court of question of jurisdiction in matter of B.C. Elec. Ry. Co.'s application for increased rates.	Abandoned.
28140	C.P.R. Co., upon question of law arising out of the application of Department of Lands, Forests and Mines, Province of Ontario, for an Order directing C.P.R. Co. to provide and construct an overhead crossing at its expense between lots 6 and 7, Con. 1, Eaton Twp., Ont., April 1, 1922. (Appeal allowed with costs.) (Question answered in the negative.)	Allowed.
30381	V.V. & E. Ry. & Nav. Co. vs. Vancouver Harbour Commissioners and the C.N. Rys. from Order 31647, dated October 15, 1921. Question of jurisdiction.....	Dismissed.
31351-1	Luscar Collieries, Ltd., on question of jurisdiction from Order of the Board dated May 23, 1924, in matter of Luscar Collieries, Ltd., vs. N. S. McDonald and the C.N. Rys.....	Dismissed.
32812-1	Governments of Alberta, Saskatchewan and Manitoba from General Order 408, dated October 14, 1924, re Crows Nest Pass Rates.....	Allowed.
34285	C.N. Ry. Co. against Orders 39348, 39349 and 39542 re through rates via Saint John and Sainte Rosalie Gateways. Appeal allowed in respect of movements through Saint John, and dismissed in respect of movements through Sainte Rosalie.....	Allowed (partly)
24822	Toronto Transportation Commission from Board's Order No. 40120, dated January 3, 1928, re contribution towards cost of reconstructing bridge over tracks of C.N. Railways at Main Street, Toronto, Ont.....	Dismissed.
4000-3	Montreal Tramways Company against Board's Order No. 42501 as amended by Order No. 42773, dated June 7, 1929. Question of jurisdiction.....	Dismissed.
16645-73	C.N. Rys. from Board's Order No. 41945, dated December 21, 1928, authorizing opening for the carriage of traffic portion of its line from Mile 361-3 at Willingdon to Mile 428-7 at Strathcona, Alta. Law and jurisdiction.....	Dismissed.
6713-213	British Columbia Electric Railway Company from Board's Order No. 42808, dated June 10, 1929. Question of jurisdiction.....	Dismissed.
34123-74	Government of Alberta from Board's Order No. 45846, dated November 25, 1930, re tariffs on grain and flour to Fort William, Westport and Armstrong and to Vancouver. Question of law.....	Dismissed.
9437-319-7	M.L.H. & P. Consolidated, B.T. Co., Montreal Tramways Co. and The Montreal Tramways Commission, from Board's Order No. 45410 dated September 16, 1930, re Subway at d'Argenson St., Montreal, Que. Question of law.....	Pending.
9437-319-13	The M.L.H. & P. Consolidated, The B.T. Co., Montreal Tramways Co. and the Montreal Tramways Commission from Board's Order No. 45427, dated September 16, 1930, re subway on Saint Antoine St., Montreal, Que. Question of law.....	Pending.
9437-319-16	The M.L.H. & P. Consolidated, The City of Montreal, Que. and the Bell Tel. Co. against Board's Order No. 46203, dated February 2, 1931, in the matter of Application of C.N. Rys. to cross certain highways and road allowances in the City of Montreal and other municipalities, etc., with a proposed line between Longue Pointe and Eastern Junction, Que. Law and jurisdiction.....	Pending.
32453-11	Bell Tel Co. against Board's Order No. 46083, dated January 8, 1931, re St. Clair Ave. Subway, Toronto, Ont. (C.N. Rys.). Law and jurisdiction.....	Pending.
20161	Bell Tel. Co. against Board's Order No. 45813, dated November 14, 1930, re grade separation in Hamilton, Ont. Law and jurisdiction.....	Pending.
C. 4704	The Canadian Electrical Ass'n and the Hydro-Electric Power Commission of Ontario, against Board's General Order No. 490, dated February 20, 1931, amending the rules for wires erected along and across railways. Question of law and jurisdiction.....	Pending

## SUMMARY

Dismissed.....	36
Allowed.....	11
Abandoned.....	5
Withdrawn.....	3
Pending.....	6
Total.....	61



## LIST of appeals to the Governor in Council, February 1, 1904, to December 31, 1931

File No.	Subject	Decision
389	Bay of Quinte Ry. crossing, C.P.R. at Tweed, Ont.	Allowed.
1455	James Bay Ry. Co. vs. G.T.R. Co. Crossing near Beaverton, Ont.	Dismissed.
1781	G.T.R. Co. vs. City of Chatham, Ont. Street crossings.	Dismissed.
12992	Maniwaki Branch, C.P.R. Train service from Ottawa.	Referred back.
2030	Re Tariffs of certain Yukon railways	Dismissed.
17716	C.P.R.—Longue Pointe Spur through town of Maisonneuve, Que.	Dismissed.
18787	South Hazelton Townsite vs. G.T.P.R. Co.	Referred back.
3452-30	J. Y. Rochester, vs. G.T.P.R. Co. re Cameron Bay	Dismissed.
12912	Park Ave. Subway, town of Saint Louis, Que. vs. C.P.R. Co.	Dismissed.
17040	Lambton to Weston Spur and C.P.R.	Abandoned.
C. 3322	Toronto Viaduct Case.	Dismissed.
12021-70	City of Toronto re North Toronto Grade Separation.	Dismissed.
16177	C.P.R. Co. vs. Mountain Lumber Manufacturers' Association re lumber rates.	Withdrawn.
19024	Charles Miller of Toronto vs. G.T.P.R. Co. re station at Prince George, B.C.	Dismissed.
17716-10	C.P.R. Co. vs. Town of Maisonneuve, Que. Highway crossings	Dismissed.
22681-25	City of Montreal, Que., vs. C.N.R. siding across Stadacona and Marlboro Streets, Montreal, Que.	Abandoned.
21418	City of Prince George, B.C. re location of G.T.P.R. station between Oak and Ash Streets.	Dismissed.
21660	C.N.O.R. Co. vs. Twp. of Loughboro, Ont.	Dismissed.
22169	C.P.R. and C.N.R. Cos. re interswitching at Eastern Public Cattle Market, Montreal, Que.	Abandoned.
17040	C.P.R. Co. re Lambton to Western Spur (2nd Appeal)	Referred back.
27693	City of Hamilton, Ont. vs. G.T.R. Co. re passenger service on Northern & N.W. Beach between Hamilton and Burlington Beach and town of Burlington, Ont.	Abandoned.
27840	Winnipeg Board of Trade re 15 p.c. increase in freight rates	Dismissed.
28439-3	Town of Saint Lambert, Que., re increase in rates on the M. & S.C. Ry.	Dismissed.
28230	City of Hamilton, Ont., re Kinnear Yard.	Referred back.
29040-2	National Dairy Council of Canada on behalf of Ice Cream Manufacturers re classification of ice cream.	Referred back.
C. 955	Proprietors' League of Montreal, Que., in increase of Bell Tel. Co's rates.	Dismissed.
30434	City of Windsor, Ont., for an Order rescinding Order No. 30028, authorizing C.P.R. Co. to construct tracks of proposed freight shed at grade across unopened portion of Caron Ave., Windsor, Ont.	Dismissed.
29996	City of Toronto, Ont. against General Order No. 308, authorizing a general increase in freight rates.	Referred back.
C. 955	City of Toronto, Ont. against Board's Judgment dated April 18, 1921, re increase in Bell Tel. Co's rates.	Referred back.
23092-2	C.N.Q. Ry. Co. against Board's Order No. 31312, re crossing Pointe aux Trembles Ry. at Pointe aux Trembles, Que.	Referred back.
30380	City of Toronto, Ont., against Board's ruling (General Order No. 327) re express rates.	Dismissed.
30380-13	National Dairy Council of Canada from the Board's decision and for an Order for the cancellation of the 20 p.c. increase in cream rates.	Referred back.
17112-27	Dominion Millers' Association, from Board's Judgment dated March 6, 1922, in matter of flour arbitraries over wheat for export.	Dismissed.
29040-2	National Dairy Council of Canada on behalf of Ice Cream Manufacturers from Board's Order No. 28883, re express classification of ice cream.	Dismissed.
30686-2	Provinces of Alberta and British Columbia from Board's Order dated June 30, 1922 (General Order No. 366) in matter of railway tolls.	Referred back.
30380-13	National Dairy Council of Canada against ruling of the Board of Nov. 21, 1922, re 20 p.c. increase in cream rates.	Allowed.
3025-16	N. St. C. & T. Ry. Co. against Board's Order No. 33190, dated December 1, 1922, re relocation of its line on Oak and Merritt Streets, Merritt, Ont.	Withdrawn.
32812-1	Governments of Alberta, Saskatchewan and Manitoba from Board's Order No. 400, dated October 14, 1924, re Crows Nest Pass rates. Allowed under decision of Supreme Court. P.C. 2220 and P.C. 886.	Allowed.
9754-22	Canadian Shippers' Traffic Bureau against Board's Order No. 36646, dated July 27, 1925, re claim against G.T.R. Co. for refund of alleged freight overcharges. P.C. 711.	Dismissed.
30686-2	Governments of British Columbia, Alberta and Saskatchewan re rates on grain and flour moving to the Pacific Coast for export.	Referred back.
34123	United Farmers of British Columbia, Fraser Valley District Council, in the matter of General Order No. 448, dated August 26, 1927, and the freight rates on grain and flour and grain products moving over the C.P.R. and C.N. Rys.	Pending.

LIST of appeals to the Governor in Council, February 1, 1904, to December 31, 1931.—*Concluded*

File No.	Subject	Decision
9437-319-16	City of Montreal, Que., against Board's Order No. 46203, dated February 2, 1931, <i>re</i> application of C.N. Rys. to cross certain highways and road allowances in City of Montreal and other municipalities with a proposed line between Longue Pointe and Eastern Junction.....	Referred back.
490-3	The Consumers Glass Co., Ltd. of Montreal, Que., from Board's judgment dated January 30, 1931, and Board's Order No. 46489, dated April 1, 1931, <i>re</i> freight rates on glass bottles and jars, in carloads, from Montreal, Que., to points in Canada.....	
		Pending.

## SUMMARY

Dismissed.....	20
Referred back.....	12
Abandoned.....	4
Withdrawn.....	2
Allowed.....	3
Pending.....	2
Total.....	43

## APPENDIX "F"

LIST OF GENERAL ORDERS AND CIRCULARS OF THE BOARD  
FOR THE YEAR ENDING DECEMBER 31, 1931  
GENERAL ORDER NO. 490

*In the matter of section 372 of the Railway Act, and the General Order of the Board No. 231, dated May 6, 1918, as amended by General Order No. 291, dated April 7, 1920, adopting the "Rules for Wires Erected Along or Across Railways."*

Case 4704

FRIDAY, the 20th day of February, A.D. 1931.

Hon. H. A. McKEOWN, K.C., *Chief Commissioner.*  
S. J. McLEAN, *Assistant Chief Commissioner.*  
Hon. T. C. NORRIS, *Commissioner.*  
J. A. STONEMAN, *Commissioner.*

Upon hearing the matter at the sittings of the Board held in Ottawa, February 7, 1928, in the presence of counsel for and representatives of the Canadian National and the Canadian Pacific Railway Companies, the Michigan Central Railroad Company, Canadian Electric Railway Association, Toronto Transportation Commission, Ottawa Electric Company, Canadian Electrical Association, Montreal Light, Heat and Power Company, Shawinigan Water Power Company, Gatineau Light and Power Company, Southern Canada Power Company, New Brunswick Electric Power Commission, Hydro-Electric Power Commission of Ontario, and the Bell Telephone Company of Canada, and what was alleged; and upon reading the written submissions filed on behalf of parties interested,—

*The Board orders:*

1. That the "Rules For Wires Erected Along or Across Railways," adopted by the said General Order No. 231, dated May 6, 1918, as amended by General Order No. 291, dated April 7, 1920, be, and they are hereby, further amended by striking out paragraph 2 of "PART I, OVERCROSSINGS," and substituting in lieu thereof the following, namely:—

"2. The applicant shall at all times wholly indemnify the company owning, operating, or using the railway from and against all loss, damage, injury, and expense to which the railway company may be put by reason of any damage or injury to persons or property caused by any of the said applicant's wires or cables, or any works herein provided for by the terms and provisions of this Order, as well as against any damage or injury resulting from the imprudence, neglect, or want of skill of the employees or agents of the applicant, unless the cause of such loss, cost, damage, injury, or expense can be traced elsewhere."

2. That the said "Rules for Wires Erected Along or Across Railways," be further amended by adding after paragraph 9 of the said "PART I, OVERCROSSINGS," the following paragraphs, namely:—

"10. The applicant shall, as soon as possible, and immediately after its head office has received information of the occurrence upon railway lands along or across which its wires are constructed and maintained, of any accident attended with personal injury to any person using the

railway, or to any employee of the railway company, or which causes loss or damage to the railway company, give notice thereof by telegraph, with full particulars, to the Board.

"11. Nothing herein shall deprive the railway company, or the applicant, of any remedy or right of action either would otherwise have against the other, for loss or damage resulting from the construction or the maintenance of the said wires, cables, or other works covered by the order."

H. A. McKEOWN,  
*Chief Commissioner.*

### GENERAL ORDER No. 491

*In the matter of the General Order of the Board No. 151, dated November 8, 1915, as amended by General Orders Nos. 179, 181, 191, 262, 444, and 450, dated respectively January 29, February 3, and May 26, 1917, May 8, 1919, June 20, 1927, and September 24, 1927, prescribing the Regulations Governing Baggage Car Traffic for the observance of every railway company within the legislative authority of the Parliament of Canada;*  
*And in the matter of the application of the Canadian Passenger Association, on behalf of railways operating lines in Canada, for an amendment to Rules 12 and 26 of the said Regulations.*

File No. 23328

MONDAY, the 9th day of March, A.D. 1931.

S. J. McLEAN, *Assistant Chief Commissioner.*

Hon. T. C. NORRIS, *Commissioner.*

J. A. STONEMAN, *Commissioner.*

Upon reading the application and the report and recommendation of the Assistant Chief Traffic Officer of the Board—

*It is Ordered:* That the said Regulations Governing Baggage Car Traffic be and they are hereby, further amended as follows, namely:—

(1) Rule 12, as amended by the said General Order No. 444, to be struck out and the following substituted in lieu thereof:—

#### MISCELLANEOUS ARTICLES

Rule 12. (a) *To Destinations in Canada*, the following miscellaneous articles other than baggage will be checked and included in the weight of passengers' baggage, and carried at owner's risk, namely, tool chests, miners' and prospectors' packs, collapsible steamer chairs (roped); invalid chairs, cots, litters and stretchers (when for use of an invalid travelling on same train); unloaded guns in leather or wooden cases, saddles in bags, surveyors' tools, wrapped, except transits, levels, compasses, and other similar instruments liable to injury; personal baggage in bundles, when properly wrapped in canvas or other strong material (paper wrapping excepted), and securely roped; golf, cricket, baseball, or other club paraphernalia in closed receptacles; travellers' rugs, curling stones, snowshoes for personal use when properly tied together, tents and tent poles (not exceeding fifteen (15) feet in length), fishing rods properly encased, typewriters properly enclosed, and outboard motors when in trunks or other rigid containers having at least two flat sides opposite each other, and gasoline removed from tank.

(b) *To Destinations in Canada*, the following miscellaneous articles, other than baggage, will be checked upon payment of charge in accordance with cur-



rent tariff, namely, invalid chairs, cots, litters and stretchers, when empty and used by invalid in opposite direction. Shipment need not be accompanied by passenger.

The carrier shall not be liable in respect of or consequent upon loss of, or damage or delay to, any of the articles specified, or any articles attached thereto, for any amount in excess of five dollars (\$5.00), whether such loss, damage, or delay is caused by, or results from the negligence of the carrier, its servants, or agents, or otherwise howsoever, unless a greater value is declared and extra charge paid at time of checking, in accordance with current tariff of the carrier.

(c) *To Destinations in the United States*, the following miscellaneous articles, other than baggage, will be checked and included in the weight of passengers' baggage, and carried at owner's risk, namely, tool chests, miners' and prospectors' packs; invalid chairs, cots, litters and stretchers (when for use of an invalid travelling on same train); surveyors' tools, wrapped, except transits, levels, compasses, and other similar instruments liable to inquiry; personal baggage in bundles, when properly wrapped in canvas or other strong material (paper wrapping excepted), securely roped; golf, cricket, baseball, or other club paraphernalia in closed receptacles; travellers' rugs, curling stones, snowshoes for personal use when properly tied together, skis fastened together, fishing rods properly encased, typewriters properly enclosed, and outboard motors when in trunks or other rigid containers having at least two flat sides opposite each other, and gasoline removed from tank.

(d) *To Destinations in the United States*, the following miscellaneous articles, other than baggage, will be checked upon payment of charge in accordance with current tariff, namely, collapsible steamer chairs, roped; unloaded guns in leather or wooden cases, saddles in bags, invalid chairs, cots, litters and stretchers, when empty and used by invalid in opposite direction. Shipment need not be accompanied by passenger.

The carrier shall not be liable in respect of or consequent upon loss of, or damage or delay to, any receptacle containing any of the articles specified and the contents thereof, or any of such articles not contained in a receptacle, for any amount in excess of five dollars (\$5.00), whether such loss, damage, or delay is caused by or results from the negligence of the carrier, its servants or agents, or otherwise howsoever, unless a greater value is declared and extra charge paid at time of checking, in accordance with current tariff of the carrier.

(e) *To destinations in Canada*, sportsmen's and campers' outfits in dunnage bags or medium-sized boxes with proper handles including unloaded guns in leather or wooden cases, tents and tent poles (not exceeding fifteen (15) feet in length), and fishing rods properly encased, will be checked and included in the weight of passengers' baggage and carried at owner's risk, subject to the regular tariff regulations at to size and weight.

Provisions, when enclosed in wooden boxes of medium size and of sufficient strength to withstand ordinary handling, may be accepted and checked, subject to charge in accordance with current tariff. The carrier will not be liable in respect of, or consequent upon, any loss of or damage to any shipment of provisions for any amount in excess of twenty-five dollars (\$25), which sum shall be deemed to be the value of any such shipment, unless a greater value is declared and excess charge paid at time of checking, in accordance with current tariff.

Row boats, motor launches, gasoline, acetylene, coal oil, or liquids of any description, or articles of an explosive or inflammable nature, will not be accepted for carriage in regular or special baggage car service.

Carcasses of deer, boxes of fish, etc., must be handled by express.

(f) *To destinations in the United States*, sportsmen's and campers' outfits for private hunting, fishing or camping parties, consisting of tent poles not

exceeding fifteen (15) feet in length, tents, small bundles of bedding and folding cots when securely wrapped, roped, or strapped, also cooking utensils when in boxes or crates provided with handles, will be accepted and checked and charged for in accordance with current tariff.

The carrier will not accept a greater liability than twenty-five dollars (\$25) per passenger for any one or more receptacles, packages, or articles so checked and transported, unless a greater value is declared at time of delivery to carrier, and charges paid for such increased valuation in accordance with current tariff.

(2) Rule 26, subsection (a), as amended by the said General Order No. 444, to be struck out and the following substituted therefor, namely:—

Rule 26. (a) Any articles not specified in the foregoing rules shall be carried in regular baggage service. When passengers fail to disclose nature of articles offered for checking, and it develops en route or at destination that the transportation of such articles as baggage is not authorized herein, collection shall be made in accordance with current tariff.

Such property shall be entirely at the risk of the owner, and the carrier shall not be liable for loss of or damage or injury to the same, whether caused by or resulting from negligence of the carrier, its servants or agents, or otherwise howsoever.

S. J. McLEAN,  
*Assistant Chief Commissioner.*

### GENERAL ORDER No. 492

*In the matter of the application of the Bureau of Explosives for leave to use compressed gas cylinders in Canada in the transportation of liquefied petroleum gas, under Container Specifications 3A, 3B, 3C, 3D, 3E, 4, 4A, 4B, and 4C, published in Agent B. W. Dunn's Tariff C.R.C. No. 2, on file with the Board.*

File No. 1717.38.3

WEDNESDAY, the 15th day of April, A.D. 1931.

S. J. McLEAN, *Assistant Chief Commissioner.*  
J. A. STONEMAN, *Commissioner.*

Upon its appearing that a revision of the rules for the transportation by freight of explosives and other dangerous articles over railways in Canada is now in progress; and upon the consent of the Railway Association of Canada, filed,—

*The Board orders:* That, effective April 15, 1931, steel cylinders complying with Container Specifications 3A, 3B, 3C, 3D, 3E, 4, 4A, 4B, and 4C, published in Agent B. W. Dunn's Tariff C.R.C. No. 2, on file with the Board under file No. 1717.38.3, but marked with markings in which the letters "CRC" are substituted for the letters "ICC" as shown in the specifications, be, and they are hereby, authorized for use for shipping classes of freight permitted by the said tariff to be shipped in such containers over railways in Canada subject to the jurisdiction of the Board.

S. J. McLEAN,  
*Assistant Chief Commissioner.*

## GENERAL ORDER No. 493

*In the matter of General Order of the Board No. 483, dated March 5, 1930, prescribing a regulation to be adopted by railway companies subject to the jurisdiction of the Board in the operation of grade crossings protected by automatic signals or automatic gates, after a train has passed a crossing and makes a back-up movement over the crossing;*

*And General Order No. 485, dated May 30, 1930, amending the said General Order No. 483, by providing that the end of the circuit at such crossings be marked by a small finger-board with the words "end of block" or "end of circuit."*

File No. 25434.5

WEDNESDAY, the 27th day of May, A.D. 1931.

S. J. McLEAN, *Assistant Chief Commissioner.*Hon. T. C. NORRIS, *Commissioner.*J. A. STONEMAN, *Commissioner.*

Upon reading what is filed on behalf of the Railway Association of Canada and the report and recommendation of the Chief Operating Officer of the Board,—

*It is ordered:*

1. That the said General Order No. 485, dated May 30, 1930, be, and it is hereby, rescinded.

2. That the said General Order No. 483, dated March 5, 1930, be, and it is hereby, amended by striking out the last clause thereof and substituting therefor the following, namely:—

"When a train or engine passes over any highway crossing protected by automatic signals or automatic gates, it will be necessary before making a reverse movement over the crossing for a member of the train crew to protect the same."

S. J. McLEAN,

*Assistant Chief Commissioner.*

## GENERAL ORDER No. 494

*In the matter of the application of the Express Traffic Association of Canada on behalf of Express Companies operating in Canada, for permission to publish a tariff upon one day's notice providing for collection of a surcharge in addition to the charges for carriage upon shipments between Canada and the United States when such charges are collected in Canada.*

File No. 29674.53

TUESDAY, the 27th day of October, A.D. 1931.

S. J. McLEAN, *Assistant Chief Commissioner.*Hon. T. C. NORRIS, *Commissioner.*

Upon reading the submissions filed in support of the application and letters from the Boards of Trade of Montreal, Quebec, and Toronto, Ontario, and the Canadian Manufacturers' Association agreeing to the general principle of a surcharge in connection with international express shipments,—

*The Board orders:* That C. N. Ham, Chairman of the Express Traffic Association of Canada, acting on behalf of express companies operating in Canada, under lawfully filed powers of attorney, be, and he is hereby, permitted to publish and file upon one day's notice a tariff providing for the collection of a sur-



charge of 60 per cent of the rate of exchange upon express shipments between Canada and the United States, which tariff shall contain the following conditions, namely:—

1. A surcharge will be assessed on the total through charges for all shipments between Canada and the United States when such charges are collected in Canada.

The total through charge will include the charge for valuation, manifesting fee, and advance charges payable to United States carriers, but will not include the customs service fee or special charge for switching when performed in Canada.

The rate of surcharge will be 60 per cent of the rate of exchange arrived at in accordance with paragraph 5.

2. On shipments from Canada the surcharge must be collected at the rate governing on the date the shipment is receipted for.

On shipments from the United States to Canada the surcharge must be collected at the rate governing on the date of arrival at destination in Canada.

3. The surcharge will not be applied to the fee assessed for collecting and remitting proceeds of C.O.D.'s or collections from the United States collected in Canada.

4. Advice will be sent to express agents in Canada on the last day of each month, specifying the surcharge to be collected from the first to the fourteenth (inclusive) of the following month; and on the fourteenth day of each month, specifying the surcharge to be collected from the fifteenth to the last day (inclusive) of such month.

5. In arriving at the rate of surcharge the rate of exchange quoted for New York funds by the Bank of Montreal at noon in Montreal on the last day of each month will govern from the first to the fourteenth (inclusive) of the following month; while such quotation at noon on the fourteenth will govern from the fifteenth to the last day (inclusive) of each month. Should the governing date fall on Sunday or Canadian or United States legal holiday, the quotation at noon of the preceding day will govern.

When the rate of exchange is 1 per cent or less—no surcharge will be added.

In determining the rate of surcharge when the rate of exchange is more than one per cent, fractions less than one-half will be disregarded, and fractions of one-half or over will be counted as 1 per cent. Fractional amounts of surcharge less than one-half will be dropped; one-half cent or more will be considered one cent.

S. J. McLEAN,

*Assistant Chief Commissioner.*

### CIRCULAR No. 230

September 9, 1931.

*Re general reference of interlocking plants and level crossings of steam railways with particular reference to automatic signals and derail features.*

File 521

I am directed to advise you that in future the Board will approve of interlocking signal protection at steam railway crossings at grade level, except in special cases where it may be deemed that derails are required.

By order of the Board.

A. D. CARTWRIGHT,

*Secretary.*





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Canada  
Canada Board

DOMINION OF CANADA

TWENTY-EIGHTH REPORT

OF THE

BOARD OF

RAILWAY COMMISSIONERS

FOR CANADA

FOR THE YEAR ENDING DECEMBER 31

1932



OTTAWA  
J. O. PATENAUDE, ACTING KING'S PRINTER  
1933

Price, 25 cents



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## THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA, 1932

Hon. C. P. FULLERTON, K.C., *Chief Commissioner*

S. J. McLEAN, M.A., LL.B., Ph.D., *Assistant Chief Commissioner.*

F. A. LABELLE, *Deputy Chief Commissioner*

Hon. T. C. NORRIS, *Commissioner*

J. A. STONEMAN, *Commissioner*

G. A. STONE, *Commissioner*

A. D. CARTWRIGHT,  
*Secretary.*

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# REPORT OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA

To the Governor in Council:

Pursuant to the provisions of section 31 of the Railway Act, 1919, the Board of Railway Commissioners for Canada has the honour to submit its Twenty-eighth Report for the year ending December 31, 1932.

## PUBLIC SITTINGS OF THE BOARD

During the year covered by the period from January 1, 1932, to December 31, 1932, the Board held 32 public sittings at which 52 applications were heard. The number of public sittings held in the various provinces were as follows:—

Provinces	Number
Ontario .....	22
Quebec .....	3
Manitoba .....	1
Saskatchewan .....	2
Alberta .....	2
British Columbia .....	1
Nova Scotia .....	0
New Brunswick .....	0
Prince Edward Island .....	1
Total .....	32

The applications include a great variety of matters falling within the jurisdiction of the Board under the Railway Act, varying from a complaint of a private individual to weightier matters of general public interest affecting the community as a whole.

## FORMAL AND INFORMAL MATTERS

The number of informal matters dealt with by the Board, as distinguished from matters heard at public sittings, constitute a considerable percentage of the total applications and complaints dealt with by it; that is to say, of a total of 2,843 applications and complaints received and dealt with by the Board, 98 per cent were disposed of without the necessity of such formal hearing. These informal complaints, dealt with and settled without the necessity of hearing, entail in many instances a considerable amount of inquiry and consideration on the part of the Board's officials, and cover a wide range of subjects, as, for example, a complaint of a more or less trivial nature to a matter of general public interest affecting the community as a whole, or involving the application of some general principle regarding the railway rates.

## RAILWAY GRADE CROSSING FUND

In accordance with the provisions of subsection (5) of section 262 of the Railway Act, 1909, provision was made that the sum of \$200,000 each year, for ten consecutive years from the 1st day of April, 1909, be appropriated and set apart from the consolidated revenue fund for the purpose of aiding actual construction work for the protection, safety and convenience of the public in respect of highway crossings of railways at rail level in existence on the 1st day of April, 1909, the said sums to be placed to the credit of a special account to be known as "The Railway Grade Crossing Fund," to be applied by the



Board, subject to certain limitations set out in the Act, and amending Acts, solely towards the cost (not including that of maintenance and operation) of actual construction work for the purpose specified. In 1919, the same sum was voted for another ten years and again in 1929.

In 1928, the Railway Act was amended by chapter 43, 18-19 George V. and provision was made that in the case of any one crossing the total amount of money to be applied by the Board out of the Railway Grade Crossing Fund, in providing protection, safety and convenience for the public, shall be 40 per cent of the cost of the actual construction work, and in no case shall the contribution exceed \$100,000.

Provision is also made that in case any province contributes towards the Railway Grade Crossing Fund, the Board may apportion, direct and order payment out of the amount so contributed by such province for the purpose of said fund, subject to any conditions and restrictions made and imposed by such province in respect of its contribution.

From the 1st day of April, 1909, to the 31st day of December, 1932, the Board ordered contributions from the Railway Grade Crossing Fund towards the protection of 1406 crossings, as follows:—

By automatic interlocking plants .....	14
Closing crossings .....	177
Crossings eliminated .....	96
Diversion and overhead bridge .....	7
Diversion and subway .....	4
Diversion to subway .....	4
Electric bell .....	203
Electric bell and flashlight .....	2
Electric bell and wigwag .....	430
Electric bell and wigwag and removing obstructions to view .....	7
Easing curve on approach to bridge .....	1
Gates .....	125
Gates—automatic .....	3
Gates, electric .....	1
Gates and half interlocker .....	1
Grade reduction on crossing approaches .....	6
Grade reduction on crossing approaches .....	1
Footbridge .....	2
Lengthening ringing circuit of bells .....	50
Lightning flash signals .....	53
Overhead bridges .....	89
Removing obstructions to view .....	6
Removing obstructions to view and reducing grade .....	1
Shelter (watchman) .....	112
Subways .....	3
Tower (watchman) .....	1
Tunnel .....	7
Wigwags .....	

There were 224 highway diversions constructed which made it possible to close 177 crossings, and eliminate traffic from 96 crossings.

During the year 1932, protection was provided at 13 crossings, as follows:—

By closing crossings .....	3
Crossings eliminated .....	1
Electric bell and wigwag .....	7
Subway .....	2

There were three highway diversions constructed during the year 1932 which made it possible to close 3 crossings and eliminate traffic from 1 crossing.

During the year, \$602,217.29 was paid out of the Railway Grade Crossing Fund.

## GENERAL DECISIONS AND RULINGS OF THE BOARD

The general decisions and rulings of the Board appear in the Semi-monthly Bulletin of the Board published through the King's Printer; and the principal decisions will also be found in the Canadian Railway Cases for the current year.

## APPEALS FROM RULINGS OF BOARD

There were 3 cases carried in appeal to the Supreme Court during the year, namely:—

1. Pere Marquette Railway Co. and the Lake Erie and Detroit River Railway Co. from Board's Order No. 48736, dated June 16, 1932. Question of jurisdiction.—Pending.

2. City of Toronto against Board's Order No. 47439, dated September 25, 1931, *re* Eglinton Avenue Bridge in the Village of Forest Hill, Ont. Question of jurisdiction.—Allowed.

3. Quebec Railway, Light and Power Co. against Board's Order No. 48062, dated February 1, 1932, in the matter of Charlesbourg Road subway in the City of Quebec. Question of law and jurisdiction.—Pending.

There was one case carried in appeal to the Governor General in Council during the year, namely:—

1. The Consumers Glass Co. Ltd., of Montreal, P.Q. from Board's Judgment, dated January 30, 1931, and Board's Order No. 46489, dated April 1, 1931, *re* freight rates on glass bottles and jars, in carloads, from Montreal, P.Q., to points in Canada.—Pending.

## ORDERS, GENERAL ORDERS AND CIRCULARS

The total number of orders issued for the year ending December 31, 1932, was 1446. The number of general circulars issued by the Board, directed to all the railway companies subject to its jurisdiction, was 3. The general orders as distinguished from other orders of the Board are those affecting all railway companies subject to its jurisdiction, and are 14 in number for the year.

A list of the general orders and circulars for the year ending December 31, 1932, will be found compiled under appendix "F" of this report.

## APPLICATIONS TO THE BOARD

The total number of applications, including informal complaints, made to the Board for the year ending December 31, 1932, was 2,843.

## TRAFFIC DEPARTMENT OF THE BOARD

In the Traffic Department of the Board the number of tariffs received and filed for the year ending December 31, 1932, was as follows:—

Freight tariffs, including supplements .....	29,959
Passenger tariffs, including supplements .....	7,833
Express tariffs, including supplements .....	3,471
Telephone tariffs, including supplements .....	795
Sleeping and parlour car tariffs, including supplements.. ..	60
Telegraph tariffs and supplements .....	5
Bridge tolls, including supplements.....	9
	<hr/>
	42,132

The total number of tariffs filed from February 1, 1904, to December 31, 1932, was 1,692,996.

The details of the tariffs will be found under appendix "A" to this report.

## ENGINEERING DEPARTMENT OF THE BOARD

In the Engineering Department of the Board a large number of inspections were made covering the whole Dominion. These inspections for the year ending December 31, 1932, number 290, and cover inspections for the opening

of a railway for the carriage of traffic, inspections of culverts, highway crossings, cattle guards, road crossings, bridges, subways and general inspections falling within the scope of the work of the Engineering Department.

Under appendix "B" will be found report of the Chief Engineer.

### OPERATING DEPARTMENT OF THE BOARD

Under the work of this department is included the inspection of locomotive boilers and their appurtenances, the inspection of safety appliances on cars and locomotives, the investigations into accidents causing personal injury or loss of life, the reporting on the locations of stations, matters of protection at highway crossings, and train and station services performed by the railway companies.

Under appendix "C" will be found report of the Chief Operating Officer of the department.

### ACCIDENTS AND ACCIDENT INVESTIGATIONS

On reference to the report of the Board's Chief Operating Officer, it will be seen that accidents to the number of 2,041 covering 288 persons killed and 2,032 persons injured, were reported to the Board during the year ending December 31, 1932, as compared with 2,429 accidents reported for the year 1931, covering 317 persons killed and 2,680 persons injured.

The figures given show:—

(1) Nine passengers killed during the year 1931, and 5 passengers killed during the year 1932, a decrease of 4. The number of passengers injured was 426 as compared with 231 in 1932, a decrease of 195.

(2) Fifty-one employees killed in 1931 and 53 in 1932, an increase of 2. The number of employees injured was 1531 in 1931, as compared with 1,258 in 1932, a decrease of 273.

(3) Two hundred and fifty seven others killed in 1931 and 230 in 1932, a decrease of 27. The number of others injured was 723 in 1931, as compared with 543 in 1932, a decrease of 180.

It is pointed out that out of the 230 others killed 125, or 54 per cent, were trespassers, and that out of the 543 others injured 191, or 35 per cent, were trespassers.

It will be noted that of what may be termed preventable loss there were 125 killed under the heading "trespassers," and 191 injured. This is a decrease of 17 in the number of killed and a decrease of 9 in the number of injured, as compared with the year 1931.

The following table shows the total, by provinces, as regards trespassers killed and injured for the year ending December 31, 1932:—

Province	Killed	Injured
Prince Edward Island .....	2	8
Nova Scotia .....	2	6
New Brunswick .....	24	21
Quebec .....	49	69
Ontario .....	13	15
Manitoba .....	10	25
Saskatchewan .....	4	20
Alberta .....	21	27
British Columbia .....		
Totals .....	125	191

Attention is again directed to statement No. 15, setting out in detail the situation as regards highway crossing accidents during the past five years. It will be observed therefrom that there has been a total of 1,669 accidents, covering 623 persons killed and 2,189 injured.



Crossings protected by gates accounted for 17 persons killed and 66 injured. Crossings protected by bell accounted for 76 killed and 214 injured. Crossings protected by lightning flash signal accounted for 8 killed and 9 injured. Crossings protected by watchman accounted for 13 killed and 40 injured. Crossings unprotected accounted for 489 killed and 1,860 injured.

There have been 306 accidents at protected crossings, covering 114 persons killed and 329 injured, and at unprotected crossings there have been 1,363 accidents, covering 489 persons killed and 1,860 injured.

During the year 1932 there were 266 highway crossing accidents investigated, of which 45 occurred at protected crossings, leaving unprotected crossings to account for 221 accidents.

Automobile accidents totalled 226, divided as follows:—

At crossings protected by gates .....	3
At crossings protected by watchman .....	4
At crossings protected by bell .....	27
At crossings protected by lightning flash signal .....	3
At crossings unprotected .....	189

Horse and rig accidents numbered 22, made up as follows:—

Gates .....	..
Watchman .....	..
Bell .....	1
Unprotected .....	21

Pedestrian accidents numbered 18, as follows:—

Gates .....	4
Watchman .....	..
Bell .....	3
Unprotected .....	11

During the year 1932 there were 254 accidents at highway crossings reported to the Board, covering 96 persons killed and 293 injured, as compared with 317 accidents in 1931, covering 98 persons killed and 456 injured.

Full particulars of passengers and employees killed and injured, and other general information in regard to trespassers killed and injured, accidents at protected and unprotected crossings, etc., will be found under appendix "C."

## RAILWAY FIRE PREVENTION

The report of the Board's Operating Department indicates that a total of 267 fires attributed to railways occurred on 14,179 miles of line classified as running through forested territory.

Of this total 112 fires burned over less than one-fourth acre each; 132 fires burned over an area of one-fourth acre to ten acres each, and 23 fires burned over an area of more than 10 acres each.

The total area burned over was 8,174 acres, with damage to young forest growth, standing timber, forest products and other property estimated at \$16,066. Of this amount, the value of standing timber and young forest growth is estimated at \$13,640.

In accordance with the requirements issued under General Order No. 362, the railways maintained some form of special patrol on 7,711 miles of line, necessitating the special attention to fire patrol of a total of 1,057 fire patrol-men.

In accordance with the Board's Fire Guard Requirements, the railways constructed or maintained 5,449 miles of fire guards, in uncultivated lands, in non-forested sections of the Prairie Provinces.

For details see statements Nos. 23, 24 and 25.



## ROUTINE WORK OF THE BOARD

## RECORD DEPARTMENT

Below is given a table setting forth the number of applications, filings and letters received during the year ending December 31, 1932, together with the number of Orders issued:—

Number of applications made. ....	2,843
Number of filings received during the year .....	32,868
Number of outgoing letters during the year .....	23,129
Number of orders issued during the year .....	1,446

## APPENDIX "A"

REPORT OF THE CHIEF TRAFFIC OFFICER OF THE BOARD FOR  
THE YEAR ENDING DECEMBER 31, 1932

DEAR SIR—I submit, for the Board's Twenty-eighth Report, information regarding work of the Traffic Department.

The number of freight, passenger, express, telephone, telegraph, sleeping and parlour car, and bridge toll schedules, filed with the Board, was as follows:

FROM NOVEMBER 1, 1904, TO AND INCLUDING DECEMBER 31, 1931

<i>Freight—</i>			
Local tariffs	20,775		
Supplements	43,170		
		63,945	
Joint tariffs	46,795		
Supplements	201,328		
		248,123	
International tariffs	182,045		
Supplements	701,557		
		883,602	
<i>Passenger—</i>			1,195,670
Local tariffs	20,342		
Supplements	28,818		
		49,160	
Joint tariffs	21,191		
Supplements	41,109		
		62,300	
International tariffs	42,496		
Supplements	105,819		
		148,315	
<i>Express—</i>			259,775
Local tariffs	6,764		
Supplements	58,842		
		65,606	
Joint tariffs	7,571		
Supplements	33,549		
		41,120	
International tariffs	7,842		
Supplements	17,330		
		25,172	
<i>Telephone—</i>			131,898
Local tariffs	4,154		
Supplements	2,699		
		6,853	
Joint tariffs	3,953		
Supplements	38,813		
		42,766	
International tariffs	429		
Supplements	9,719		
		10,148	
<i>Telegraph—</i>			59,767
Tariffs	215		
Supplements	293		
		508	
<i>Sleeping and Parlour Car—</i>			508
Local tariffs	248		
Supplements	370		
		618	
Joint tariffs	333		
Supplements	569		
		902	
International tariffs	420		
Supplements	1,281		
		1,701	
<i>Bridge Tools—</i>			3,221
Local tariffs	3		
Supplements	0		
		3	
Joint tariffs	0		
Supplements	0		
		0	
International tariffs	16		
Supplements	6		
		22	
			25
Combined totals all schedules			1,650,864

## RAILWAY COMMISSIONERS FOR CANADA

FROM JANUARY 1, 1932, TO AND INCLUDING DECEMBER 31, 1932

<i>Freight—</i>			
Local tariffs	290		
Supplements	644	934	
Joint tariffs	324		
Supplements	2,740	3,064	
International tariffs	1,698		
Supplements	24,863	25,961	29,959
<i>Passenger—</i>			
Local tariffs	347		
Supplements	515	862	
Joint tariffs	260		
Supplements	1,409	1,669	
International tariffs	352		
Supplements	4,950	5,302	7,833
<i>Express—</i>			
Local tariffs	833		
Supplements	834	1,667	
Joint tariffs	556		
Supplements	915	1,471	
International tariffs	15		
Supplements	318	333	3,471
<i>Telephone—</i>			
Local tariffs	15		
Supplements	3	18	
Joint tariffs	0		
Supplements	777	777	
International tariffs	0		
Supplements	0	0	795
<i>Telegraph—</i>			
Tariffs	3		
Supplements	2	5	5
<i>Sleeping and Parlour Car—</i>			
Local tariffs	2		
Supplements	9	11	
Joint tariffs	3		
Supplements	11	14	
International tariffs	8		
Supplements	27	35	60
<i>Bridge Tolls—</i>			
Local tariffs	0		
Supplements	0	0	
Joint tariffs	0		
Supplements	0	0	
International tariffs	7		
Supplements	2	9	9
Combined totals all schedules			42,132
Grand total			1,692,996

## MARITIME ACCOUNTS

The information given below, regarding the work in connection with settlement of accounts under the Maritime Freight Rates Act, covers the period of July, 1931, to June 1932, inclusive.

During this period there were filed 19,205 abstract sheets, with an average of 74 rates per sheet. There were, therefore, 1,421,170 rates and 710,585 extensions checked, and 19,205 columns of figures added.

As a result of this check, it was necessary to issue 3,728 corrections, an average of 311 per month.

The total additions to the accounts amounted to \$1,092.76, and the total deductions \$6,876.40.

The total amount claimed by railway companies was \$622,761.41, and the amount allowed was \$616,977.77, or a net deduction of \$5,783.64.

The number of outgoing letters in connection with the administration of the Act, July 1, 1931, to June 30, 1932, was as follows:—

Railways .....	758
Board .....	31
Others .....	34

During this period 134 orders were issued approving tariffs or rates and certifying to the normal tolls.

The number of communications to railways, express, telephone and telegraph companies in connection with complaints, proper interpretation of tariffs, or classification and filing of same, also in connection with powers of attorney, concurrences, etc., was 1,025. Communications to others were 1,113, or a total of 2,138.

W. E. CAMPBELL,  
*Chief Traffic Officer.*



## APPENDIX "B"

REPORT OF THE CHIEF ENGINEER OF THE BOARD FOR THE YEAR  
ENDING DECEMBER 31, 1932

OTTAWA, February 7, 1933.

A. D. CARTWRIGHT, Esq.,  
Secretary, Board of Railway Commissioners for Canada,  
Ottawa, Ont.

SIR,—I have the honour to submit herewith synopsis of my annual report as to the work of the Engineering Department of the Board during the year 1932.

Yours truly,

T. L. SIMMONS,  
*Chief Engineer.*

## RAILWAY GRADE CROSSING FUND

In accordance with the provisions of subsection (5) of section 262 of the Railway Act, 1909, provision was made that the sum of \$200,000 each year, for ten consecutive years from the 1st day of April, 1909, be appropriated and set apart from the consolidated revenue fund for the purpose of aiding actual construction work for the protection, safety and convenience of the public in respect of highway crossings of railways at rail level, in existence on the 1st day of April, 1909, the said sums to be placed to the credit of a special account to be known as "The Railway Grade Crossing Fund," to be applied by the Board, subject to certain limitations set out in the Act and amending Acts, solely towards the cost (not including that of maintenance and operation) of actual construction work for the purpose specified. In 1919, the same sum was voted for another ten years and again in 1929.

In 1928, the Railway Act was amended by chapter 43, 18-19 George V, and provision was made that in the case of any one crossing the total amount of money to be applied by the Board out of the Railway Grade Crossing Fund, in providing protection, safety and convenience for the public, shall be 40 per cent of the cost of the actual construction work, and in no case shall the contribution exceed \$100,000.

Provision is also made that in case any province contributes towards the Railway Grade Crossing Fund, the Board may apportion, direct and order payment out of the amount so contributed by such province for the purpose of said fund, subject to any conditions and restrictions made and imposed by such province in respect of its contribution.

From the 1st day of April, 1909, to the 31st day of December, 1932, the Board ordered contributions from the Railway Grade Crossing Fund towards the protection of 1,406 crossings, as follows:—

By Automatic interlocking plants.....	14
Closing crossings.....	177
Crossings eliminated.....	96
Diversion and overhead bridge.....	7
Diversion and subway.....	4
Diversion to subway.....	4
Electric bell.....	203
Electric bell and flashlight.....	2

Electric bell and wigwag.....	430
Electric bell and wigwag and removing obstructions to view.....	7
Easing curve on approach to bridge.....	1
Gates .....	125
Gates, automatic .....	3
Gates, electric .....	1
Gates and half interlocker .....	1
Grade reduction on crossing approaches .....	6
Footbridge .....	1
Lengthening ringing circuit of bells .....	2
Lightning flash signals .....	50
Overhead bridges .....	53
Removing obstructions to view .....	89
Removing obstructions to view and reducing grade .....	6
Shelter (watchman) .....	1
Subways .....	112
Tower (watchman).....	3
Tunnel .....	1
Wigwags .....	7

There were 224 highway diversions constructed which made it possible to close 177 crossings, and eliminate traffic from 96 crossings.

During the year 1932, protection was provided at 13 crossings, as follows:—

By closing crossings .....	3
Crossings eliminated .....	1
Electric bell and wigwag .....	7
Subway .....	2

There were three highway diversions constructed during the year 1932, which made it possible to close 3 crossings and eliminate traffic from 1 crossing.

During the year, \$602,217.29 was paid out of the Railway Grade Crossing Fund.

Province	Industrial sidings	Highway Crossings	Farm Crossings	Overhead Highways	Crossing Subways	Highway Divisions	Highway Crossing Closed	Wig-wag Signals	Bells and Wig-wags	Bridges
British Columbia	4	3		1		3	3			11
Alberta	3	22				5	5			5
Saskatchewan	13	49				18	12			6
Manitoba		6	1	1		2	6			
Ontario	22	39		1	2	4	3	1	11	1
Quebec	15	17	2		9	1	3			6
New Brunswick		3							3	
Nova Scotia			1			1	1			
Total	57	139	4	3	11	34	33	1	14	29

## APPENDIX "C"

REPORT OF THE CHIEF OPERATING OFFICER OF THE BOARD FOR  
THE YEAR ENDING DECEMBER 31, 1932

February 14, 1933.

A. D. CARTWRIGHT, Esq.,  
Secretary, Board of Railway Commissioners,  
Building.

DEAR SIR,—In compliance with section 31 of the Railway Act of 1919, the annual report of the Chief Operating Officer covering the work of the Operating Department of the Board during the year ending December 31, 1932, is respectfully submitted.

REPORTING AND INVESTIGATING ACCIDENTS ATTENDED BY PERSONAL INJURY  
OR LOSS OF LIFE

Two thousand and forty-one (2,041) accidents were reported during the year to the Board by the various railway companies subject to its jurisdiction, involving 2,320 casualties, of which number 288 persons were killed and 2,032 persons injured. See statements Nos. 1, 3 and 4, for particulars.

The comparative statements, Nos. 2, 5 and 6 herewith, of killed and injured show a decrease of 29 persons killed and a decrease of 648 injured.

Of the total 2,041 accidents so reported, 882 were investigated, covering 165 persons killed and 1,022 persons injured. Detailed statements Nos. 7, 8, 9 and 10 cover the investigations with respect to collisions, derailments, accidents at highway crossings and accidents to employees while working on or under engines. These four statements show a total of 379 investigations, covering 108 persons killed and 493 persons injured. The remainder, 503 investigations, cover 57 persons killed and 529 injured, and are spread over accidents covered by the various headings referred to in statements Nos. 3, 4 and 5.

It will be observed that out of a total of 2,041 accidents involving 2,320 casualties during the year there were 125 trespassers killed and 191 injured. In this connection reference is made to statement No. 16, showing by railways and provinces the number of killed and injured.

The matter of highway crossing accidents, protection provided, etc., is dealt with by detailed statements Nos. 3, 4, 5, 9, 11, 12, 13, 14 and 15.

## INSPECTION OF SAFETY APPLIANCES AND CAR EQUIPMENT

The work coming within this category is largely carried on under the provisions of section 298 of the Railway Act and the Board's General Orders Nos. 02, 128, 261, 270, 356, 458 and 461. A total of 74,216 cars, other than passenger equipment, were inspected. Reference to the work performed by the department in this connection will be found in detailed statements Nos. 19, 20, 21-A and 21-B. The inspection of 74,216 cars, it will be readily understood, entails considerable time and labour, both on the ground and in the office at headquarters, where the work of recording, checking, and filing of the numerous reports carried on and subsequent correspondence with the railway companies, with a view to having the defects so reported remedied as promptly as possible in the interests of those employees engaged in train operation. The inspection of 74,216 cars, above referred to, revealed 3,127 defective cars (4.21 per cent) with defects totalling 3,463.

Passenger coaches inspected amounted to 4,419, of which number 124 were found with defects.



## RAILWAY COMMISSIONERS FOR CANADA

## INSPECTION OF MOTIVE POWER

This division of the work is carried on under sections 298, 299, 200 and 201 of the Railway Act, and the Board's General Orders Nos. 12, 31, 66, 102, 131, 199, 226, 289, 293, 362, 385, 402, 403, 404, 412, 415, 424, 434, 436, 463, 473, 480 and 486. A total of 10,229 locomotives were inspected during the year, the total number of defective engines being 550 (5 per cent), with defects numbering 644. For details see statement No. 22.

Under the provisions of Rule 5 of the instructions for inspection and testing of locomotive boilers, 65 applications were received from railway companies asking for extension of time in connection with the removal of flues, all of which required an internal examination of the locomotive boilers involved in various parts of the country. Fifty-one applications were granted the full period of time asked for; three less than the time asked for, two refused, two withdrawn, and seven applications pending.

Under General Order No. 473, the so-called locomotive boiler inspection order, 66,867 report forms of monthly and annual inspections, tests, etc., were filed by railway companies with the department during the year, covering 5,505 locomotives.

## INSPECTION OF STATIONARY BOILERS

This feature is dealt with under General Orders Nos. 330 and 416. During the year 793 boilers and appurtenances were inspected and reported upon, as well as the condition of the boiler-house. Defects in seven boilers were reported.

## STATIONARY BOILER REPORTS

Pursuant to General Order No. 330, the so-called stationary boiler inspection order, 4,556 report forms of semi-annual and annual inspections were filed during the year, covering 21,129 stationary boilers. The checking and recording of the above-mentioned locomotive and stationary boiler reports, together with the necessary correspondence, in connection therewith, naturally creates an extensive line of work.

## INSPECTION OF PASSENGER EQUIPMENT; STATION BUILDINGS AND PREMISES

This work comprises features of safety, cleanliness, lighting, accommodation, etc. A large number of matters have been brought to the attention of the proper officials with beneficial results.

APPLICATIONS AND COMPLAINTS *re* TRAIN AND STATION SERVICES, HIGHWAY CROSSING PROTECTION, STATION LOCATIONS, STATION AGENTS, CAR SUPPLY, ETC.

The work under this heading covers a wide range of subjects and entails in many instances a considerable amount of inquiry and research. During the year complaints and applications numbering 1,320 were inquired into and reported upon. Particular attention is called to the subject of reduction of passenger train services. Numerous applications and communications were received and dealt with. This involved a large amount of detailed inquiry and study, due to the many and intricate services affected in all parts of the country, to provide train service that would meet the varying situations as adequately as possible under existing conditions, and at the same time offset the steady decline of railway revenues.

## RAILWAY FIRE PREVENTION

This feature of the work is carried on under the provisions of the Board's General Order No. 362 and the requirements prescribed therein, also sections 280 and 281 of the Railway Act.

The fire season of 1932 in the western provinces was subnormal due to heavy precipitation. A number of severe forest fires occurred in May and June in Northern Quebec and in the Sudbury, North Bay and Port Arthur districts of Ontario, conditions being normal in the provinces of New Brunswick and Nova Scotia. As a result of the heavy precipitation in the Prairie Provinces a prolific grass and weed growth resulted, but an early snowfall obviated the fall fire danger to a large extent. The railway fire record for 1932 in comparison with other years as to number of railway caused fires is the lowest on record for the past 21 years, with a corresponding favourable reduction in the total area burned over and damage done. Weather conditions, generally speaking, contributed in a large degree to this favourable showing.

#### FIRE STATISTICS

Railways subject to the Board's jurisdiction throughout Canada are reported as having caused 267 fires in territory classified as forested. These fires burned over a total of 8,174 acres, with forest and other property loss valued at \$16,066. Of this area, 3,715 acres was young forest growth, 2,242 acres merchantable timber, and 1,231 acres slashing or old burn not restocking, while 986 acres was non-forest land. The area of forest land burned over was thus 7,188 acres or 87.94 per cent of the total. The valuation of young forest and standing timber destroyed is \$13,640 or 84.90 per cent of the total damage; forest products consisting of poles, ties and cordwood to the value of \$46 or 0.29 per cent, and improved property in some form, valued at \$2,380 or 14.81 per cent of the total, were also destroyed. Of the 267 fires attributed to the railways, 41.95 per cent were incipient, 49.44 per cent covered between one-fourth and ten acres each, while 8.61 per cent attained a size over ten acres each.

Detail statistics by railways and provinces are shown in the accompanying statements, Nos. 23, 24 and 25, showing the distribution of fires attributed to railways, as between locomotives and employees. The former includes fires attributed to stacks or ash pans of locomotives or other portable boilers. The employee fires are mostly cases where fires escaped from section forces turning right of way or old ties. Fires attributed to locomotives comprise 76.40 per cent of the total number of railway fires, and these burned 97.9 per cent of the total area, causing 97.39 per cent of the estimated total loss in money value of forest and other property destroyed by railway fires. Employee fires account for 23.60 per cent of the number, 2.10 per cent of the area, and 2.61 per cent of the money value of damage done.

One hundred and seventy three fires, originating within 300 feet of track in forested territory are attributed to known causes other than the railway. Of these, 99 are charged to campers and travellers, 34 to settlers, and 40 to other known causes, 57 were incipient, 98 burned one-fourth acre to ten acres each, and 18 burned more than ten acres each. These fires burned over 804 acres of young forest growth, 2,305 of merchantable timber, 232 acres of slash or old burn not restocking and 602 acres of non-forest land, with total damage to forest and other property estimated at \$63,706.

Fires of unknown origin originating within 300 feet of track total 39, burning over 8,996 acres, with forest and other property loss valued at \$27,224. This the forest valuation accounts for \$19,027.

Thus, all fires reported as having originated within 300 feet of track in forested territory due to all causes, total 479, burning an area of 21,113 acres of forest and non-forest land, with total estimated damage of \$106,996.

#### RAILWAY FIRE PATROLS

The total railway mileage of the Dominion subject to the Board's jurisdiction was decreased during 1932 by 49 miles, making a grand total of 41,498

miles, of which 14,179 miles or 34.17 per cent is classified as running through forested territory. Of this, special patrol by selected members of section crews was prescribed during 1932 on 6,826 miles; patrol by special men on velocipedes on 125 miles; on power speeders, 760 miles. There was thus a total of 7,711 miles of line on which some form of special patrol by railway forces was prescribed for periods of fire danger. It is estimated this patrol service required the special attention to fire patrol of 1,012 selected members of section crews, averaging one man to each 6.75 miles of track; 11 velocipede, and 34 power speeder patrolmen; a total of 1,057 fire patrolmen on all lines. On 6,468 miles of railway in forested territory where the fire hazard is not extreme, fire patrol is not prescribed, the detection, reporting and extinguishing of fires being made a part of the regular duties of the section forces and other employees, in accordance with instructions issued by the railway managements.

#### RIGHT OF WAY CLEARING

During the past season 3,287 miles of rights of way were inspected and reported upon as to compliance by the Railways with Sections 279 and 280 of the Railway Act 1919 and Regulation 11 of General Order 362. This work covered thirty-one subdivisions on Canadian National lines, eleven subdivisions on Canadian Pacific lines and one subdivision on the Temiscouata Railway, a total of forty-three subdivisions, a special report being filed in each case.

#### FIREGUARD REQUIREMENTS

In accordance with the fireguard Requirements, 5,449.05 miles of fireguards were constructed or maintained in uncultivated lands (Fenced Grazing and wild lands) in non-forested sections of the Prairie Provinces.

#### FIRE GUARDS, 1932

Railway	Mileage, both sides of track to be accounted for, exclusive of approved exemptions	Mileage constructed or maintained during year	Per cent completion
Canadian Pacific Railway.....	3,685.59	3,401.35	92.3
Canadian National Railways.....	3,274.20	2,025.70	61.8
Northern Alberta.....	16.77	Nil	Nil
Great Northern Railway.....	22.00	22.00	100.0
	6,998.56	5,449.05	77.86

During the past season, under clauses 5 and 6, Section D, of the Fireguard Requirements, a total of sixty-two fireguard exemption charts covering 3,921 track miles in the Prairie Provinces were passed upon. This work necessitated 45 inspections on the ground involving 3,316 miles of travel.

Fifty-one inspections were also made of lines in the Prairie Provinces covering a total of 4,321 miles as to the construction and maintenance of fire guard and disposal of weed and grass growth on rights of way.

In conclusion it might be stated that in order to accomplish the work briefly outlined in the foregoing it has necessitated the travelling of 346.23 miles by the staff of this Department.

Respectfully submitted,

GEO. SPENCER,  
Chief Operating Officer.



No. 1.—STATEMENT showing number of passengers, employees and others killed and injured on railways under the Board's jurisdiction, for year ending December 31, 1932.

Name of Railway	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Canadian National.....	4	135	30	808	90	274	124	1,217
Canadian Pacific.....	1	81	20	414	106	211	127	706
Hull Electric.....					1		1	
Lake Erie & Northern.....				1	1		1	
Northern Alberta.....					1		1	
Niagara, St. Catharines & Toronto					3		1	3
Grand River.....		1			6		1	6
British Columbia Electric.....		5			1	3	1	4
Great Northern.....		1			1	1	1	6
Quebec Central.....		4		8		3		15
Pere Marquette.....					2		2	
New York Central.....					5	9	5	9
Montreal & Southern Counties.....		1		1	2		2	2
Midland Rly. of Manitoba.....					2	8	2	8
Esquimalt & Nanaimo.....		1		1				2
Toronto, Hamilton, & Buffalo.....		1	2	4	1	1	1	6
Michigan Central.....			1	15	6	2	8	7
London & Port Stanley.....					8	9	9	24
Sydney & Louisburg.....					1	4	1	4
Dominion Atlantic.....		1		1	1	4	1	5
						5		7
	5	231	53	1,258	230	543	288	2,032

No. 2.—COMPARATIVE statement of killed and injured between year ending December 31, 1931, and year ending December 31, 1932.

	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1931.....	9	426	51	1,531	257	723	317	2,680
1932.....	5	231	53	1,258	230	543	288	2,032
Increase.....			2					
Decrease.....	4	195		273	27	180	29	648



No. 3.—STATEMENT showing separately the number of passengers, employees and others, killed and injured, and the nature of the accident, for the year ending December 31, 1932.

Character of Accidents	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Derailement.....		13	2	30	2	5	4	48
Collision, head-on.....				13		1		14
Collision, rear-end.....	5	5	5	15		1	5	21
Collision in yard.....	1	1	1	18			1	19
Public highway crossing protected by Gates.....					5	4	5	4
Public highway crossing protected by Bell.....					23	28	23	28
Public highway crossing protected by Lightning Flash Signal.....					3	3	3	3
Public highway crossing protected by Watchman.....					2	1	2	1
Public highway crossing Unprotected.....				9	63	248	63	257
Private crossing.....			1	2	2	16	3	18
Trespassing.....					125	191	125	191
Working on or under engine.....				166				166
Miscellaneous.....	168		1	371		12	1	551
Adjusting couplers, coupling and uncoupling.....			3	53			3	53
Run down by engine or car between Stations.....			1	1	1		2	1
Falling off hand-car, motor, or velocipede.....			4	113	1	2	5	115
Hand-car, motor, velocipede, struck by train.....			4	11			4	11
Crawling between cars, over couplers.....			1	3			1	3
Struck by switch-stand, water-spout, mail crane, etc.....				7				7
Crushed between cars, building, lumber pile, platform, etc.....			1	8		2	1	10
Explosion of locomotive boiler.....			6	5			6	5
Falling off passenger train.....	1	3		2		1	1	3
Falling off tender while handling coal.....				8				8
Falling off tender while taking water.....				3				3
Sideswipe.....	1	9	1	4			2	11
Riding on pilot or footboard of engine.....				28				28
Overhead obstruction.....				5				5
Falling off top of car.....			2	17			2	19
Falling between cars.....			2	6			2	6
Application of air brake.....		5		87		5		92
Jumping off train in motion.....	3	17	2	36		6	5	44
Attempt to board train in motion.....		6	5	32		4	5	42
Washout.....		4		8		1		12
Run down by engine or cars at Stations or in Yards.....			8	31	3	6	11	48
Caught by engine or car while throwing switch.....				1				1
Falling off side and end ladders of cars.....			1	19			1	20
Falling off car while working hand brake.....			1	46		2	1	49
Handling freight and baggage.....				40		1		41
Loading and unloading O.C.S. material.....				30		1		31
Staking or poling cars.....				1				1
Cars moved while being loaded or unloaded.....				3		2		5
Chaining and unchaining cars.....				2				2
Coupling and uncoupling hose.....			1	16			1	17
Turning angle cock.....				8				8
	5	231	53	1,258	230	543	288	2,000

No. 4.—STATEMENT showing character of accidents and number of persons killed and injured on railways under the jurisdiction of the Board, for year ending December 31, 1932.

[illegible]



[illegible]



## RAILWAY COMMISSIONERS FOR CANADA

No. 5. COMPARATIVE statement in totals of killed and injured by class of accident, between year ending December 31, 1931, and year ending December 31, 1932.

	1931		1932		Increase		Decrease	
	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured
Derailment.....	7	242	4	48			3	194
Collision, head-on.....	2	22		14			2	8
Collision, rear-end.....		14	5	21	5	7		
Collision in yard.....	1	38	1	19				19
Collision with cars account open switch.....		3						3
Collision at level (diamond) crossing.....		1						1
Collision at level (diamond) crossing.....	1	19	5	4	4			15
Public highway crossing protected by gates.....	16	46	23	28	7			18
Public highway crossing protected by bell.....								
Public highway crossing protected by lightning Flash Signal.....	5	2	3	3		1	2	
Public highway crossing protected by watchman.....	1	14	2	1	1			13
Public highway crossing unprotected.....	75	375	63	257			12	118
Private crossing.....	7	22	3	18			4	4
Trespassing.....	142	200	125	191			17	9
Working on or under engine.....	2	141		166		25	2	
Miscellaneous.....	6	619	1	551			5	68
Adjusting couplers, coupling and uncoupling.....	3	59	3	53				6
Run down by engine or car between Stations.....	5	3	2	1			3	2
Falling off hand-car, motor, or velocipede.....	1	152	5	115	4			37
Hand-car, motor, or velocipede, struck by train...	8	10	4	11		1	4	
Crawling between cars, over couplers.....	1	4	1	3				1
Passing between cars, between couplers.....		2						2
Struck by car standing foul.....		1						1
Struck by switch-stand, water-spout, mail-crane, etc.....	1	18		7			1	11
Crushed between cars, buildings, lumber pile, plat- forms, etc.....		11	1	10	1			1
Explosion of locomotive boiler.....			6	5	6	5		
Falling off passenger train.....	3	9	1	6			2	3
Falling off tender while handling coal.....		3		8		5		
Falling off tender while taking water.....		6		3				3
Sideswipe.....		5	2	13	2	8		
Riding on pilot or footboard of engine.....	3	39		28			3	11
Overhead obstruction.....	1	7		5				2
Falling off top of car.....	1	14	2	17	1	3		
Falling between cars.....	4	5	2	6		1	2	
Application of air brake.....	2	168		97				71
Jumping off train in motion.....	2	66	5	59	3			7
Attempt to board train in motion.....	3	58	5	42	2			16
Washout.....	1	11		13		12	1	
Run down by engine or cars at Stations or in yards	11	47	11	37				10
Caught by engine or car while throwing switch.....		2		1				1
Falling off side and end ladders of cars.....		32	1	19	1			13
Falling off car while working hand brake.....		80	1	48	1			32
Asphyxiated in tunnel.....	1						1	
Handling freight and baggage.....		50		41				9
Loading and unloading O.C.S. material.....		38		31				7
Staking or poling cars.....		1		1				
Cars moved while being loaded or unloaded.....	1	7		5			1	2
Chaining and unchaining cars.....				2		2		
Coupling and uncoupling hose.....	1	16	1	16				
Turning angle cock.....		8		8				
	317	2,680	288	2,032	38	70	67	718

	Killed	Injured
1931.....	317	2,680
1932.....	288	2,032
Increase.....	29	648
Decrease.....		

No. 6.—COMPARATIVE statement in totals of killed and injured between year ending December 31, 1931 and year ending December 31, 1932.

Railway	1931		1932		Increase		Decrease	
	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured
Canadian National.....	158	1,631	124	1,217	.....	.....	34	414
Canadian Pacific.....	119	787	127	706	8	1	.....	81
Hull Electric.....	.....	.....	1	.....	1	.....	.....	.....
Lake Erie & Northern.....	3	1	1	1	.....	.....	2	.....
Northern Alberta.....	1	1	1	3	.....	2	.....	.....
Niagara, St. Catharines & Toronto.....	1	9	1	6	.....	.....	.....	3
Grand River.....	3	10	1	4	.....	.....	2	6
British Columbia Electric.....	.....	.....	1	6	1	6	.....	.....
Great Northern.....	1	13	.....	15	.....	2	1	.....
Quebec Central.....	.....	4	2	.....	2	.....	.....	4
Pere Marquette.....	4	13	5	9	1	.....	.....	4
New York Central.....	2	9	2	2	.....	.....	.....	7
Montreal & Southern Counties.....	.....	2	2	8	2	6	.....	.....
Midland Railway of Manitoba.....	.....	.....	.....	2	.....	2	.....	.....
Esquimalt & Nanaimo.....	.....	4	1	6	1	2	.....	.....
Toronto, Hamilton, & Buffalo.....	2	25	8	7	6	.....	.....	18
Michigan Central.....	14	52	9	24	.....	.....	5	28
London & Port Stanley.....	.....	6	1	4	1	.....	.....	2
Sydney & Louisburg.....	3	4	1	5	.....	1	2	.....
Dominion Atlantic.....	4	7	.....	7	.....	.....	4	.....
Fredericton, Grand Lake, Coal & Railway.....	1	.....	.....	.....	.....	.....	1	.....
Algoma Central & Hudson Bay.....	.....	2	.....	.....	.....	.....	.....	2
Windsor, Essex, & Lake Shore.....	1	94	.....	.....	.....	.....	1	94
Toronto Terminals.....	.....	2	.....	.....	.....	.....	.....	2
Quebec Railway, Light & Power.....	.....	1	.....	.....	.....	.....	.....	1
Napierville Junction.....	.....	2	.....	.....	.....	.....	.....	2
Vancouver, Victoria & Eastern.....	.....	1	.....	.....	.....	.....	.....	1
	317	2,680	288	2,032	23	21	52	669

	Killed	Injured
1931.....	317	2,680
1932.....	288	2,032
Increase.....	.....	.....
Decrease.....	29	648

No. 7.—STATEMENT showing collisions attended by personal injury, investigated during the year ending December 31, 1932.

Inv. File	Date	Railway	Place	Killed	Injured
24487	Oct. 31	C.P.R.	Thrums, B.C.		12
24488	Oct. 20	V.V. & E.	Vancouver, B.C.		1
24529	Nov. 28	C.P.R.	Lehigh, Alta.		1
24531	Oct. 29	C.N.R.	Edmonton Terminals, Alta.		1
24570	Jan. 6	C.N.R.	Beachville, Ont.		2
24585	Dec. 21	C.N.R.	St. Nicholas Stn., P.Q.		6
24624	Nov. 28	G.N.R.	Vancouver, B.C.		1
24656	Feb. 21	C.N.R.	Tignish, P.E.I.	4	11
24633	Jan. 23	C.P.R.	Coquihalla Subd., Mile 2-6, B.C.		1
24785	April 15	C.P.R.	Landers Station, P.Q.		3
24889	June 6	C.P.R.	Cote des Neiges		4
24898	May 27	C.N.R.	Toronto, Ont.		3
25059	Aug. 28	C.N.R.	Fort Frances, Ont.		2
25160	Oct. 4	C.N.R.	South Parry, Ont.		4
25161	Sept. 28	C.N.R.	Glencoe, Ont.	1	1
25216	Sept. 26	B.C.E.	Marpole Junction, B.C.		5
25260	Sept. 16	C.N.R.	Yorkton, Sask.		2
25290	Nov. 4	C.N.R.	Oxford, N.S.		1
25305	Nov. 10	C.N.R.	Winnipeg Terminals, Man.		1
25339	Nov. 24	C.P.R.	Megantic, P.Q.		1
24791	April 6	C.P.R.	Ignace, Ont.		2
24853	April 17	C.N.R.	Niagara Falls, Ont.		1
				5	66

No. 8.—STATEMENT showing derailments attended by personal injury, investigated during the year ending December 31, 1932.

Inv. File	Date	Railway	Place	Killed	Injured
24478	Dec. 26	C.N.R.	Chipman Subd., Mile 80-5, N.B.		1
24569	Jan. 26	C.N.R.	Wabamun Subd., Mile 118, Alta.		1
24591	Jan. 9	C.N.R.	Coronado Subd., Mile 72, Alta.		5
24596	Feb. 10	C.N.R.	St. Thecle, P.Q.		5
24601	Dec. 29	C.N.R.	Drumheller Subd., Mile 81-1, Alta.		1
24620	Jan. 23	C.N.R.	Conquest Subd., Sask.		4
24638	Jan. 23	C.N.R.	Elrose Subd., Mile 83, Sask.		1
24647	Feb. 2	C.N.R.	Auburn Station, P.E.I.		1
24650	Feb. 13	C.N.R.	Downe, Sask.		2
24671	Mar. 9	C.P.R.	Wood Mountain, Sask.		1
24739	Feb. 27	C.P.R.	Carmi Subd., B.C.		1
24740	Feb. 14	C.N.R.	Yale Subd., Mile 96-5, B.C.		1
24741	Mar. 11	C.P.R.	Mountain Subd., Mile 101, B.C.		1
24792	April 28	C.N.R.	Copper Creek, B.C.		1
24844	May 12	C.P.R.	Pembroke, Ont.		1
24861	May 6	C.N.R.	Transcona, Man.		1
24868	June 6	C.N.R.	Weyburn, Sask.		1
24877	May 19	C.P.R.	Stirling Subd., Mile 102, Alta.	2	
24916	June 26	C.N.R.	Drumheller, Alta.		1
24925	June 23	C.N.R.	Chesley, Ont.		1
24927	July 5	C.N.R.	Cornwall Subd., Mile 95-50, Ont.		1
24952	June 18	C.N.R.	Meskanaw, Subd., Mile 10, Sask.	2	3
24968	June 7	C.P.R.	Cascade Subd., Mile 79, B.C.		1
24994	June 14	C.N.R.	Rosburn Subd., Mile 6, Man.		2
25005	Aug. 4	C.P.R.	St. Clet Stn., P.Q.		2
25044	July 25	C.N.R.	Orillia, Ont.		1
25061	Aug. 22	G.R.R.	Waterloo, Ont.		2
25108	Aug. 23	C.N.R.	North Edmonton, Alta.		1
25126	Aug. 18	C.P.R.	Cardston Subd., Mile 10-8, Alta.		1
25127	Sept. 20	C.N.R.	Exira, Man.		3
				4	48

No. 9.—STATEMENT showing highway crossing accidents attended by personal injury, investigated during year ending December 31, 1932

REPORT OF THE COMMISSIONERS

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Inv. File	Board File	Date	Time	Railway	Place	K.	I.	Protection	Class of Accident	Remarks
24470	27073-92	Oct. 21	13-09 k.	E. & N.	Duncan Stn., 1st crossing North, B.C.			Unp.	Auto	
24471	27073-46	Nov. 25	14-00 k.	C.N.R.	Yale Road crossing, B.C.		1	Unp.	Auto	U. Bldgs.
24476	24476-1	Nov. 20	11-55 k.	C.P.R.	Huntingdon, 4th St., B.C.		1	Unp.	Auto	R.A. R.
24479	26326	Nov. 29	19-40 k.	C.N.R.	Port Arthur, Memorial Ave., Ont.			Unp.	Auto	R.A. U.
24480	26727-978	Dec. 4	8-50 p.	C.P.R.	Perth Stn., 2-6 miles East, Ont.	2		Unp.	Auto	R.A. U.
24485	27467-183	Dec. 7	13-30 a.	C.P.R.	Elmstead, crossing at, Ont.			Unp.	Auto	Skew. R.
24490	27467-17	Dec. 7	9-49 k.	C.N.R.	Regina, 7th Ave., Sask.		1	Unp.	Auto	Skew. R.
24493	26711-470	Nov. 13	9-15 a.	C.N.R.	Dunville, Munby's crossing, Ont.		1	Unp.	Auto	R.A. U.
24495	26711-471	Nov. 16	6-06 p.	C.N.R.	Gravenhurst Stn., Muskoka St., Ont.		1	Unp.	Auto	R.A. U.
24499	26782-6	Nov. 23	2-05 p.	C.N.R.	Jonquiere, St. Dominique St., P.Q.	3		Unp.	Auto	Skew. U.
24500	27467-110	Dec. 4	13-05 k.	C.N.R.	Wargo Subd., Mile 56-07, Sask.	1		Unp.	Auto	R.A. U.
24501	27467-45	Dec. 8	17-57 k.	C.N.R.	Regina, Albert St. Highway, Sask.	1		Unp.	Wagon	R.A. U.
24504	9437-559	Dec. 12	2-55 a.	C.N.R.	Cobourg, Ontario St., Ont.			Unp.	Auto	Bldg.
24505	9437-323	Nov. 27	6-25 k.	C.N.R.	Gravenhurst Stn., 3rd crossing North, Ont.		3	Unp.	Auto	U. Bldgs.
24507	9437-323	Jan. 3	3-25 p.	C.P.R.	Yalos Stn., 1st crossing West, P.Q.	2		Unp.	Auto	U. Bldgs.
24510	26842-96	Dec. 30	3-25 p.	M.C.R.	Niagara Falls, Morrison St., Ont.		3	Unp.	Auto	U. Bldgs.
24511	9437-926	Jan. 3	12-32 p.	C.P.R.	Edwards Creek, 1 mile west, Ont.		2	Unp.	Auto	U. Bldgs.
24512	Case 4235	Nov. 23	17-28 k.	C.P.R.	Dodds, Hespeler St., Alta.	1		Unp.	Auto	U. Bldgs.
24513	27830-1	Nov. 27	9-00 a.	S. & L.	North, Wainwright, King St., N.S.		1	Unp.	Auto	U. Bldgs.
24514	26711-472	Dec. 7		C.N.R.	Annapolis Roy, 1st crossing W. of Stn., N.S.			Unp.	Ped.	Stn.
24515	28300-28	Dec. 10	11-54 a.	D.A.R.	Ottawa, Taylor, Gladstone Ave., Ont.	1		Unp.	Auto	U. Bldgs.
24516	33679	Dec. 26	12-15 a.	C.N.R.	Martin's River Stn., 1 mile East, N.S.		4	Unp.	Auto	R.A. R.
24517	27218-93	Dec. 18	2-20 a.	C.N.R.	Brockville, August Rd., Ont.	1		Unp.	Truck	R.A. U.
24518	26765-126	Dec. 21		C.N.R.	Sydney, Prince St., N.S.	2		Unp.	Truck	R.A. U.
24522	27830-2	Dec. 28	7-55 p.	S. & L.	St. Hyacinthe, crossing 2 miles West of, P.Q.	1		Unp.	Auto	U. Bldgs.
24526	27652-23	Jan. 4	9-30 a.	C.N.R.	Glenboro Subd., Mile 85-5, Man.	3		Unp.	Wagon	R.A. U.
24528	27365-56	Dec. 17	18-45 k.	C.P.R.		1		Unp.	School	R.A. R.
24534	26727-80	Jan. 3	3-00 a.	C.N.R.	Toronto Term., Queen St., Ont.		1	Unp.	Van	R. R.
24536	26765-55	Dec. 31	5-05 p.	C.N.R.	Sidney, 2 miles E., Ont.		1	Unp.	Auto	R.A. U.
24537	30424-13	Jan. 15	12-53 p.	L. & P.S.	London, Colborne St., Ont.		2	Unp.	Wagon	R.A. U.
24940	30424-23	Dec. 31	10-55 p.	L. & P.S.			1	Unp.	Auto	U. Bldgs.
24941	9437-1181	Jan. 4	3-25 p.	C.P.R.	Fergus, Arthur crossing, Ont.		1	Unp.	Truck	U. Bldgs.
24943	27156-145	Dec. 26	6-15 p.	C.P.R.	Highwater Stn., 1st crossing South, P.Q.		1	Unp.	Auto	U. Bldgs.
24947	9437-608	Dec. 21	11-29 p.	C.N.R.	Hamilton, Ferguson Ave. and Main St., Ont.		1	Unp.	Auto	U. Bldgs.
24949	26900-14	Dec. 24	7-55 p.	C.N.R.	Galt, Ont., Delta Park.		1	Unp.	Auto	U. Bldgs.
24951	27365-53	Dec. 20	9-10 k.	C.P.R.	Willard Stn., 3rd crossing North, Man.		1	Unp.	Auto	U. Bldgs.
24952	26782-200	Jan. 5	10-24 k.	C.N.R.	Peereville Subd., Mile 51-8, Sask.		1	Unp.	Cutter	R.A. R.
24957	26782-473	Jan. 10	3-15 p.	C.N.R.	St. Leonard, 3rd crossing North, P.Q.		2	Unp.	H.D.V.	Trees.
24971	27218-87	Dec. 25	12-43 p.	C.N.R.	Nelles Corners, 2nd crossing West, Ont.		1	Unp.	Auto	U. Bldgs.
24977	27365-57	Dec. 31	11-01 p.	C.N.R.	Liverpool Stn., crossing at, N.S.		1	Unp.	Auto	U. Bldgs.
24980	27811-39	Jan. 11	13-30 k.	C.P.R.	Wetaskiwin, Hartford Ave., Man.		1	Unp.	Auto	U. Bldgs.
24984	38341	Jan. 20	4-38 p.	C.N.R.	Island Stn., 1st crossing East, P.Q.		2	Unp.	Auto	U. Bldgs.
24986	26711-474	Jan. 20		C.N.R.	Stony Creek, Power House 13 miles West, Ont.		1	Unp.	Ped.	U. Bldgs.
24987	27156-167	Jan. 25	9-22 a.	C.P.R.	Full Stn., Montclair Bldg., P.Q.		1	Unp.	Auto	U. Bldgs.
24988	26782-202	Jan. 21	4-11 p.	C.N.R.	Longdale Stn., Grant St., P.Q.		1	Unp.	Truck	R.A. U.
24989	9437-1281	Jan. 19	9-45 a.	C.N.R.	Longdale, Adelaide St., Ont.		1	Unp.	Ped.	U. Bldgs.
24990	27156-19	Jan. 17	5-55 p.	C.P.R.	Sutton Stn., Main St., P.Q.		1	Unp.	Gates	B.F.





24797	27811-90	April 6	16-00 k.	C.P.R.	Red Deer Sd., Mile 2-44, Alta.	Truck	R.A.	Bldgs.	Sdg.
24805	26711-482	Mar. 17	9-30 a.	C.N.R.	Killaloe Stn., crossing east of, Ont.	Truck	R.A.	Bldgs.	
24811	26727-250	April 11	10-35 a.	C.P.R.	Grafton Stn., crossing east of, Ont.	H.D.V.	R.A.	Bldgs.	
24820	9437-635	May 3	9-35 p.	C.N.R.	Montreal Term., DeCourselles St., P.Q.	Ped.	R.A.	Bldgs.	
24822	27802-25	May 7	10-30 a.	T.H. & B.	Hamilton, Ottawa St., Ont.	Ped.	R.A.	Bldgs.	
24824	26744-35	April 9	15-00 k.	C.N.R.	Sifton, 1st crossing West, Man. P.Q.	Auto	R.A.	Bldgs.	
24827	26782-87	May 6	11-00 a.	C.N.R.	Lislet Stn., 1st crossing East, P.Q.	H.D.V.	R.A.	Bldgs.	
24830	26751-197	May 6	4-05 k.	C.P.R.	Keewatin Stn., 1st crossing West, Ont.	H.D.V.	R.A.	Bldgs.	
24832	26757-335	May 23	12-15 a.	C.N.R.	Glen Robertson, 1st crossing East, Ont.	H.D.V.	R.A.	Bldgs.	
24836	26727-335	April 30	7-30 a.	C.P.R.	Elwood Subd., 7 of mile North, Ont.	Ped.	R.A.	Bldgs.	
24838	26751-197	May 6	9-30 a.	E. & N.	Victoria Subd., Mile 176, Lampson St., B.C.	Auto	R.A.	Bldgs.	
24840	26711-480	May 19	3-30 p.	C.N.R.	Elora Stn., Elora Rd., Ont.	Auto	R.A.	Bldgs.	
24854	26711-460	May 7	3-40 a.	C.N.R.	Gravenhurst, 3rd crossing North, Ont.	Auto	R.A.	Bldgs.	
24856	26797-336	May 4	10-45 a.	C.P.R.	Rox Stn., 8 of a mile East, Ont.	Auto	R.A.	Bldgs.	
24857	26711-484	May 7	9-45 p.	C.N.R.	Amrior Stn., Country Rd. crossing, Ont.	Auto	R.A.	Bldgs.	
24865	26711-485	May 16	9-45 p.	C.N.R.	Penbrooke, Mary St., Ont.	Auto	R.A.	Bldgs.	
24867	33229-74	May 13	12-30 p.	C.P.R.	Sussex, Main St., N.B.	Auto	R.A.	Bldgs.	
24868	30762-163	May 6	11-35 p.	C.N.R.	Nashuwaak Subd., Mile 94, N.B.	Auto	R.A.	Bldgs.	
24880	9437-806	May 31	9-35 a.	C.N.R.	Orford, Ontario St., Ont.	H.D.V.	R.A.	Bldgs.	
24882	27929-37	June 3	7-30 p.	P.M.R.	Orford, Ontario St., Ont.	Auto	R.A.	Bldgs.	
24883	30424-24	May 27	9-54 a.	L. & P.S.	Orford, Ontario St., Ont.	Auto	R.A.	Bldgs.	
24886	26727-302	June 1	10-04 a.	C.P.R.	St. Thomas, Chester St., Ont.	Auto	R.A.	Bldgs.	
24892	31981	June 3	12-32 p.	C.P.R.	Kedzie, 1 St., 1 miles West, Ont.	Auto	R.A.	Bldgs.	
24893	26727-337	May 13	5-34 a.	C.P.R.	Kedzie, 1 St., 1 miles West, Ont.	Auto	R.A.	Bldgs.	
24894	9437-549	June 2	2-35 p.	C.N.R.	Kilgobing, George St., Ont.	Auto	R.A.	Bldgs.	
24903	15552	May 7	2-03 k.	C.N.R.	Tilkomong, 1st crossing East, Ont.	Auto	R.A.	Bldgs.	
24908	28786-74	May 5	11-25 p.	C.N.R.	Drumheller, 1st crossing East, Alta.	Auto	R.A.	Bldgs.	
24910	36705-4	June 12	6-01 a.	G.R.R.	Kitchener, Albert St., Ont.	Auto	R.A.	Bldgs.	
24912	27929-45	June 9	9-30 a.	P.M.R.	Ruthven Stn., 1st crossing East, Ont.	Auto	R.A.	Bldgs.	
24917	26711-486	June 6	8-52 a.	C.N.R.	Belle River Stn., 1-4 miles East, Ont.	Auto	R.A.	Bldgs.	
24921	30762-162	May 31	8-17 p.	C.P.R.	Bedell Stn., 8 of mile North, Ont.	Auto	R.A.	Bldgs.	
24930	27497-115	May 28	14-55 k.	C.N.R.	Washago Stn., 1st crossing north, Ont.	Auto	R.A.	Bldgs.	
24937	26711-487	June 8	9-35 p.	C.N.R.	Prince Albert Yd., 6th Ave. West, Sask.	Auto	R.A.	Bldgs.	
24938	26711-488	June 18	2-35 p.	C.N.R.	Washago Stn., 1st crossing north, Ont.	Auto	R.A.	Bldgs.	
24939	27156-170	July 8	6-04 a.	C.P.R.	Ayton Stn., 1 mile North, Ont.	Auto	R.A.	Bldgs.	
24941	26727-37	July 3	3-10 p.	C.P.R.	Farnham Stn., 1-5 miles S., P.Q.	Auto	R.A.	Bldgs.	
24945	26727-333	July 6	4-40 p.	C.P.R.	Coakley Stn., 3 miles East, Ont.	Auto	R.A.	Bldgs.	
24946	26727-338	July 6	4-40 p.	C.P.R.	Zorra Stn., 1-9 miles East, Ont.	Auto	R.A.	Bldgs.	
24953	27457-114	June 27	10-02 a.	C.P.R.	Port Hope, Smith St., Ont.	Auto	R.A.	Bldgs.	
24965	32409	June 13	9-29 k.	C.N.R.	Canora Stn., just West of Sask.	H.D.V.	R.A.	Bldgs.	
24967	26842-82	July 11	3-06 p.	C.N.R.	Weston, 1-68 miles West, Ont.	Ped.	R.A.	Bldgs.	
24971	26842-106	July 4	8-12 a.	G.R.R.	Kitchener, Mill St., Ont.	Auto	R.A.	Bldgs.	
24973	26951-146	July 12	22-25 k.	C.N.R.	Virden, crossing south of Stn., Man.	Auto	R.A.	Bldgs.	
24974	26951-146	July 15	8-12 a.	M.C.E.	Melbourne, No. 2 Highway, Ont.	Auto	R.A.	Bldgs.	
24981	27457-116	July 10	21-25 k.	C.N.R.	Vancouver, 7th Ave., B.C.	Auto	R.A.	Bldgs.	
24986	26711-489	July 1	14-50 k.	C.P.R.	Warren Stn., crossing 150 yds. West, Ont.	Auto	R.A.	Bldgs.	
24987	26797-330	July 20	5-19 p.	C.N.R.	Langham Subd., Mile 29-5, Sask.	Auto	R.A.	Bldgs.	
24988	26797-330	July 20	5-19 p.	C.N.R.	Jeannettes Creek, 1st crossing East, Ont.	Auto	R.A.	Bldgs.	
24989	26711-489	July 13	5-20 p.	C.N.R.	Bowmanville Stn., crossing 3-45 miles East, Ont.	Auto	R.A.	Bldgs.	
24995	26711-491	July 12	12-30 p.	C.N.R.	Toronto, Fleet St., Ont.	Auto	R.A.	Bldgs.	
24996	27218-91	July 12	12-30 p.	C.N.R.	Port Moreton, crossing at, N.S.	Auto	R.A.	Bldgs.	
24997	26842-62	July 25	5-50 p.	C.N.R.	Ridgetown, 1 miles West, Ont.	Auto	R.A.	Bldgs.	
25000	26795-238	July 25	5-40 p.	C.N.R.	Marshallville, crossing 3 miles East, Ont.	Auto	R.A.	Bldgs.	
25004	33229-75	July 2	2-18 p.	C.N.R.	Carletonville Subd., 3 of, N.B.	Auto	R.A.	Bldgs.	
25007	26711-492	Aug. 3	5-14 a.	C.N.R.	Carletonville, No. 3 Highway crossing, Ont.	Auto	R.A.	Bldgs.	
25010	26711-491	April 20	1-17 a.	C.N.R.	Welland Stn., 10 miles South, Ont.	Truck	R.A.	Bldgs.	
25015	4135-58-238	July 22	9-00 k.	C.N.R.	Tisdale Subd., Mile 117, Sask.	Auto	R.A.	Bldgs.	

No. 9.—STATEMENT showing highway crossing accidents attended by personal injury, investigated during year ending December 31, 1932—Continued

Inv. File	Board File	Date	Time	Railway	Place	K.	I.	Protec- tion	Class of Accident	Remarks
25020	9437-938	July 28	25.55 k.	C.P.R.	Grinwald, 1st crossing East, Man.			Unp.	Auto	R.A. R. Bldgs.
25021	26727-132	Aug. 10	9.55 a.	C.P.R.	Beachville, 1-3 miles West, Ont.		4	Unp.	Truck	R.A. R. Bldgs.
25022	8038	Aug. 10	4.48 p.	C.P.R.	London, Quebec St. Ont.		1	Unp.	Truck	R.A. R. U. H.C.
25033	33229-76	July 20	4.48 p.	C.N.R.	Stoney Subd., Mile 17, Anderson's crossing, N.B.	2		Roll	Auto	R.A. R. Bldgs.
25038	26711-494	Aug. 12	6.20 p.	C.N.R.	St. Catharines, Lyon St., Ont.		1	Unp.	Auto	R.A. R. Bldgs.
25040	2711-466	July 26	7.34 p.	N.S.P.C. & T.C.	Hutti's crossing, Ont.		1	Unp.	Truck	R.A. R. Trees.
25041	2711-462	Aug. 2	9.37 a.	C.N.E.	Welland Division, Stop 19, Ont.		1	Unp.	Auto	R.A. R. Trees.
25042	26705-188	Aug. 29	7.20 p.	C.N.R.	Guelph, Edinboro Road, Ont.		1	Unp.	Auto	R.A. R. Bldg.
25053	2712-171	Aug. 30	3.40 p.	C.N.R.	Ottawa, Booth St., Ont.	1		W Man.	Auto	R.A. R. U. Bldgs.
25055	127-171	Aug. 11	8.60 p.	M. & S.C.	Wynnan Stn., just west, P.Q.	2		Unp.	Auto	Skew, R.A. R. U.
25060	13072-87	Aug. 2	5.18 p.	M. & S.C.	Rouville, crossing at, P.Q.	7		Unp.	Truck	R.A. R. U.
25066	27026-80	Aug. 2	7.21 p.	P.M.R.	Longueuil LaPrairie, Greenfield Park, P.Q.	1		Unp.	Auto	R.A. R. U.
25068	27026-87	Sept. 1	8.15 p.	P.M.R.	Oldcastle, No. 3 Highway, Ont.	1		Unp.	Auto	R.A. R. U.
25069	27026-97	Aug. 29	12.25 a.	C.N.R.	St. Thomas, No. 4 Highway, Ont.	1		Unp.	Auto	R.A. R. U.
25070	27218-65	Aug. 1	9.40 k.	C.N.R.	Springfield Subd., Mile 250, Onslow crossing, N.S.	2		Unp.	Auto	R.A. R. U.
25071	27218-66	Aug. 19	2.55 p.	C.N.R.	Mulgrave Subd., Mile 44-55, Little Harbor Road, N.S.	2		Unp.	Auto	R.A. R. U.
25072	26735-24	Aug. 22	9.15 p.	C.P.R.	Tilsonburg Stn., 1st crossing West, Ont.	2		Unp.	Auto	R.A. R. U.
25073	26735-24	Aug. 22	1.10 a.	C.P.R.	Galt, Samuelson St., Ont.		2	Unp.	Auto	R.A. R. U.
25074	26735-24	Aug. 22	9.15 p.	C.P.R.	Zorra Stn., 1-78 miles East, Ont.		2	Unp.	Auto	R.A. R. U.
25075	26735-24	Aug. 22	9.15 p.	C.P.R.	Stellarton, South Ford St., N.S.		2	Unp.	Auto	R.A. R. U.
25077	26735-24	Aug. 22	12.00 k.	C.N.R.	St. Judes, crossing in Yard, P.Q.		2	Unp.	H.D.V.	R.A. R. U.
25079	26782-295	Sept. 4	5.00 p.	C.N.R.	Gatineau, International Paper Co. Yard, P.Q.	1		Unp.	Auto	R.A. R. U.
25080	27167-51	Sept. 3	5.00 p.	C.P.R.	West Toronto, between Ryding Ave. & St. Clair Ave., Ont.		1	Unp.	Auto	R.A. R. U.
25081	26727-314	Sept. 7	9.25 p.	C.N.R.	Burlington, Ontario St., Ont.		2	Unp.	Auto	R.A. R. U.
25082	9437-1322	Sept. 6	5.15 p.	C.N.R.	Landis Station, crossing west of, Sask.		1	Unp.	Auto	R.A. R. U.
25083	27107-117	Sept. 16	9.40 a.	C.N.R.	Lachine, 44th Avenue, P.Q.		1	Unp.	Auto	R.A. R. U.
25084	9437-1170	Sept. 16	9.40 a.	C.N.R.	Guelph, Queen Street, Ont.		1	Unp.	H.D.V.	R.A. R. U.
25087	26727-17	Sept. 3	1.25 p.	C.N.R.	Exeter, 2 1/2 miles south, Ont.		1	Unp.	Auto	R.A. R. U.
25088	26711-466	Sept. 8	8.15 a.	C.N.R.	Laval Links, 1st crossing west, P.Q.	3		Unp.	Auto	R.A. R. U.
25089	26782-206	Sept. 6	3.48 p.	C.N.R.	West Junction Stn., 1st crossing east, P.Q.	1		Unp.	Auto	R.A. R. U.
25090	26782-207	Sept. 19	7.25 p.	C.N.R.	Bromptonville, Bridge St., P.Q.	1		Unp.	Auto	R.A. R. U.
25091	9437-360	Sept. 12	9.22 a.	C.N.R.	Sudbury Junction, Garson Road, Ont.	1		Unp.	Auto	R.A. R. U.
25092	26711-495	Sept. 14	4.40 p.	C.N.R.	Mossion Stn., 3rd crossing west, Sask.	1		Unp.	Auto	R.A. R. U.
25093	26780-89	Sept. 16	21.35 k.	C.P.R.	Pinewood Stn., 1st crossing west, Ont.		1	Unp.	Auto	R.A. R. U.
25094	26711-477	Sept. 25	16.35 k.	C.N.R.	Edmonton, 11th Ave., Alta.	1		Unp.	Auto	R.A. R. U.
25095	26711-477	Sept. 25	9.50 k.	C.N.R.	Perth Junction Stn., 38 of a mile north, N.B.		1	Unp.	Auto	R.A. R. U.
25102	27301-59	Sept. 15	5.15 a.	C.N.R.	Napanee, Selby Road, Ont.		1	Unp.	Auto	R.A. R. U.
25121	3287	July 8	2.35 a.	C.N.R.	Bygton, Prince Edward crossing, Ont.		1	Unp.	Auto	R.A. R. U.
25122	9437-1063	Aug. 17	3.40 p.	C.N.R.	Yarker Stn., 1st crossing east, Ont.		1	Unp.	H.D.V.	R.A. R. U.
25125	26711-439	Sept. 4	5.10 p.	C.N.R.	Yarker Stn., 1st crossing east, Ont.		1	Unp.	H.D.V.	R.A. R. U.
25135	9437-106	Sept. 12	13.45 k.	C.N.R.	Yarker Stn., 1st crossing east, Ont.		1	Unp.	Auto	R.A. R. U.
25136	27156-48	Sept. 24	6.30 p.	C.N.R.	Maskinonge, 2nd crossing east, P.Q.		2	Unp.	Truck	R.A. R. U.
25137	27156-48	Sept. 24	6.30 p.	C.N.R.	Norfolkton, 1st crossing north, Ont.		1	Unp.	Auto	R.A. R. U.
25139	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25140	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25141	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25142	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25143	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25144	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25145	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25146	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25147	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25148	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25149	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25150	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25151	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25152	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25153	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25154	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25155	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25156	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25157	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25158	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25159	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25160	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25161	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25162	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25163	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25164	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25165	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25166	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25167	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25168	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25169	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25170	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25171	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25172	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25173	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25174	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25175	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25176	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25177	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25178	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25179	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25180	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25181	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25182	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25183	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25184	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25185	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25186	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25187	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25188	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25189	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25190	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25191	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25192	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25193	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25194	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25195	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25196	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25197	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25198	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25199	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.
25200	27156-48	Sept. 24	6.30 p.	C.N.R.	Quebec, M. de l'Enclosement St., P.Q.		1	Unp.	Auto	R.A. R. U.



25155	Sept. 6	8-50 k.	C.N.R.	Rockyford, Stn. crossing west, Alta.	1	Unp.	Truck	R.A.	Bldgs. Sdg. Trees.
25156	Oct. 7	11-45 k.	C.P.R.	Avy, Northumberland St., Ont.	3	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25157	Sept. 9	9-07 a.	C.P.R.	Wells, Stn. crossing north, Ont.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25158	Sept. 23	9-00 a.	C.P.R.	Carlerton Place, crossing south end of Yard, Ont.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25159	Oct. 10	10-30 p.	C.N.R.	Ottawa, Bronson Ave. Ont.	1	Gates	Auto	R.A.	Bldgs. Sdg. Trees.
25160	Sept. 23	9-05 p.	C.N.R.	Cattara, Dixie Road, Ont.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25161	Sept. 23	3-20 p.	P.M.R.	Pelton Tower, crossing just west, Ont.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25162	Sept. 23	3-20 p.	P.M.R.	Ruthben, No. 3 Highway crossing, Ont.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25163	Sept. 23	3-50 p.	C.N.R.	St. Paulin Stn., 1st crossing east, P.Q.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25164	Oct. 13	7-20 a.	C.N.R.	Haig, 1st crossing west, B.C.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25165	Oct. 4	20-05 k.	C.N.R.	Roberval, Geo. Marcotte St., P.Q.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25166	Oct. 15	7-15 p.	C.N.R.	Success, 1st crossing 4/10 of a mile east, Sask.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25167	Sept. 6	9-40 a.	C.N.R.	Jones Siding, 1st crossing west, Ont.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25168	Oct. 5	3-30 p.	C.N.R.	Sunderland, crossing 2 miles north, Ont.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25169	Oct. 16	10-50 a.	C.P.R.	Peterboro, Smith Street, Ont.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25170	Oct. 13	11-18 a.	C.P.R.	Woodstock, Vanisart St. crossing, Ont.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25171	Oct. 4	10-00 a.	C.N.R.	Guelph, Queen St., Ont.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25172	Oct. 25	8-00 p.	C.N.R.	Toronto, Mimico Cut-Off, M.P. 1-21, Ont.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25173	Oct. 21	8-19 a.	C.N.R.	Garneau, 2nd crossing west, P.Q.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25174	Oct. 13	4-29 p.	C.N.R.	Monklands Stn., O'Brien Blvd., P.Q.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25175	Oct. 29	1-27 p.	C.N.R.	Palmerston, 2nd crossing south, Ont.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25176	Oct. 25	11-25 a.	C.P.R.	Lachena, 44th Ave. crossing, P.Q.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25177	Oct. 7	8-25 k.	C.N.R.	Golden Bay Stn., 5 of a mile south, P.Q.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25178	Sept. 30	9-55 a.	C.N.R.	Rexford, just west of Sask.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25179	Oct. 7	7-10 a.	C.N.R.	Tottenham, 1st crossing south of, Ont.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25180	Oct. 14	11-17 p.	C.N.R.	Welland, Ontario Road, Ont.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25181	Oct. 3	9-45 a.	C.N.R.	St. Thomas, Balacava St., Ont.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25182	Oct. 19	11-15 k.	C.N.R.	Waukegan Stn., 1st crossing south of, Ont.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25183	Oct. 29	1-10 p.	D.A.R.	North Elie, crossing 1 mile west, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25184	Oct. 29	7-02 p.	C.P.R.	Mount Denison, Station crossing, N.S.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25185	Oct. 15	23-00 k.	C.N.R.	Streetsville, Queen St., Ont.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25186	Oct. 31	6-25 p.	C.N.R.	Prince Albert, 1st Ave. at 16th St., Sask.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25187	Oct. 28	19-46 k.	C.P.R.	Palmerston, Main St., Ont.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25188	Nov. 6	10-05 p.	C.N.R.	Belle Plain Stn., 1st crossing West, Sask.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25189	Oct. 17	10-10 p.	C.N.R.	St. Laurent, Monkland Blvd., P.Q.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25190	Oct. 29	17-25 k.	C.N.R.	Kitchener, Lancaster St., Ont.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25191	Sept. 22	19-15 k.	C.N.R.	Burlington, 3rd crossing North, Ont.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25192	Oct. 26	4-55 p.	C.N.R.	Sprague Subd., 6 poles W. of Mile 112, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25193	Oct. 26	4-55 p.	C.N.R.	Saskatoon, 16th St. on Loop Line, Sask.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25194	Oct. 22	6-30 a.	M.C.R.	St. Moise, North Public crossing, P.Q.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25195	Nov. 16	12-45 k.	C.N.R.	Maidstone, crossing just East, Ont.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25196	Nov. 10	11-05 a.	C.P.R.	Winnipeg, Higgins Ave., Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25197	Nov. 15	6-30 p.	C.P.R.	Bertliar Stn., 2nd crossing East, P.Q.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25198	Nov. 16	2-09 p.	C.P.R.	Elmstead, 1-09 miles West, Ont.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25199	Nov. 25	8-33 a.	C.N.R.	Waterloo, Willow St., Ont.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25200	Nov. 11	2-20 p.	C.P.R.	Tara, 2nd crossing North, Ont.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25201	Nov. 8	9-35 a.	C.P.R.	Drumbois Stn., 1 mile East, Ont.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25202	Nov. 9	4-00 p.	C.P.R.	Macoun, 1st crossing South, Sask.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25203	Nov. 22	2-30 p.	C.P.R.	Greenwood Stn., 1-8 miles West, Ont.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25204	Nov. 26	9-40 a.	C.P.R.	Ivanhoe, 1st crossing East, Ont.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25205	Nov. 27	5-32 p.	C.P.R.	Ottawa, Booth St., Ont.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25206	Oct. 16	11-20 k.	C.P.R.	Islington, Bloor St., Ont.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25207	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25208	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25209	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25210	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25211	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25212	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25213	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25214	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25215	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25216	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25217	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25218	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25219	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25220	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25221	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25222	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25223	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25224	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25225	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25226	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25227	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25228	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25229	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25230	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25231	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25232	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25233	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25234	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25235	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25236	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25237	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25238	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25239	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25240	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25241	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25242	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25243	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25244	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25245	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25246	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25247	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25248	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25249	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25250	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25251	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25252	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25253	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25254	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25255	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25256	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25257	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25258	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25259	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25260	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25261	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25262	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25263	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25264	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25265	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25266	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25267	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25268	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25269	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25270	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25271	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25272	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25273	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25274	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25275	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25276	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25277	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25278	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25279	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25280	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25281	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25282	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25283	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25284	Oct. 16	11-30 a.	C.P.R.	Lauder, 1/2 m. West, Man.	1	Unp.	Auto	R.A.	Bldgs. Sdg. Trees.
25285									



No. 9. STATEMENT showing highway crossing accidents attended by personal injury, investigated during year ending December 31, 1932—*Concluded*

Inv. File	Board File	Date	Time	Railway	Place	K.	L.	Protection	Class of Accident	Remarks
25320	27231-14	May 10	6-26 p.	N. ST. C. &	Standard Township, Stanley & Livingstone Sts., Ont.	1	1	Unp.	Auto	R. A. C. Bldgs.
25322	26711-508	Nov. 24	11-30 a.	C. N. R.	Stadour Stn., 1st crossing North, Ont.	2	1	Unp.	Auto	R. A. C. Bldgs. H. G.
25323	27156-109	Dec. 15	11-10 a.	C. P. R.	Barry Stn., 1.8 miles East P. Q.	1	1	Unp.	Auto	R. A. C. Bldgs.
25324	30213-46	Oct. 17	5-30 k.	C. N. R.	Chrysler Subd., Mile 102.8, B. C.	1	1	Unp.	Auto	R. A. C. Bldgs.
25325	18294	Oct. 15	18-25 k.	C. P. R.	Westminster Subd., 1st crossing South, B. C.	1	1	Unp.	Auto	R. A. C. Bldgs.
25329	30213-45	Nov. 17	9-15 k.	C. N. R.	Okanagan Subd., Mile 62, B. C.	1	1	Unp.	Auto	R. A. C. Bldgs.
25337	26711-509	Nov. 30	10-59 a.	C. N. R.	Norwich, 1 mile South, Ont.	1	1	Unp.	H. D. V.	R. A. C. Bldgs.
25338	26727-104	Nov. 28	6-05 p.	C. P. R.	Woodstock, Hunter St., Ont.	99	316	Unp.	Auto	R. A. C. Bldgs.

## EXPLANATION OF ABBREVIATIONS

Unp.	Unprotected
L.F.	Lightning Flash
W. Man.	Watchman
Ped.	Pedestrian
S.	Single
D.	Double
R. A.	Right Angle Crossing
U.	Urban
R.	Rural
Bldgs.	Buildings obstructing view.
Sdgs.	Buildings
Stn.	Station
H. G.	High Ground
B. B.	Bill-Board
B. F.	Board Fence
H. D. V.	Horse Drawn Vehicle

REPORT OF THE COMMISSIONERS

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Inv. File	Date	Railway	Place	Remarks	Killed	In- jured
24468	Nov. 18	C. N. R.	Pudhomme, East of, Sask.	Knuckle shifting between car and tender of engine, caused train to part.		1
24506	Oct. 14	C. N. R.	Marlboro, Water Tank, Alta.	Pulling down water spout, wire broke.		1
24525	Nov. 26	C. N. R.	Strathmore, P. Q.	Attempted to close valve, as water glass broke.		1
24566	Dec. 15	C. N. R.	Montreal Term., Turcot, P. Q.	Water glass broke.		1
24594	Jan. 17	C. N. R.	Chatham, 2½ miles East, Ont.	Struck in head by piece of iron, when right cylinder blew out.		1
24597	Jan. 27	C. N. R.	Simcoe, Ont.	Going over tender, grabbed railing to pull himself up, broke wrist.		1
24600	Jan. 9	C. N. R.	Montreal, just west of Notre Dame St., P. Q.	Fell off running board of engine.		1
24636	Feb. 9	C. P. R.	Camrose, Alta.	Shaking grates, slipped and fell.		1
24660	Jan. 27	C. N. R.	Vaudreuil, P. Q.	Leaning out of cab window, struck by some flying object.		1
24661	Jan. 15	C. N. R.	Shell Lake, Sask.	Blower cock on engine opened by engineer, fireman scalded.		1
24668	Feb. 12	C. P. R.	Moose Jaw, Sask.	Descending from cab as engine rounding curve, caught hand between engine and tender.		1
24724	Feb. 15	C. N. R.	Prince George Yard, B. C.	Broken steam pipe in cab of engine.		1
24729	Mar. 7	C. N. R.	Redditt, West Switich, Ont.	Water glass broke.		1
24730	Jan. 30	C. P. R.	South Penticton, B. C.	Going around engine on running board to oil engine, missed grip, fell.		1
24777	Mar. 4	M. C. R.	Tilbury, Ont.	Engine backing into passing track, struck cars.		1
24793	Mar. 8	C. P. R.	Rennie, Man.	Pulling standpipe around while taking water, stepped in manhole.		1
24794	Mar. 21	C. N. R.	Koddrick, Sask.	Steam pipe joints blew off in engine cab.		1
24796	Mar. 22	C. N. R.	Delia, Alta.	Tightening packing nut on right piston, steam entered gauntlet.		1
24817	Mar. 26	C. N. R.	Bothwell, 3½ miles West, Ont.	Shaker bar slipped.		1
24825	Apr. 15	C. P. R.	Bewteen Pilot Butte and Regina, Sask.	Reaching back for coal, sliding door in vestibule fell.		1
24834	Apr. 1	C. N. R.	St. Eleuthere, P. Q.	Getting down from engine, leg caught between engine and handrail.		1
24842	Apr. 28	C. N. R.	St. Peters Jet., N. S.	Wetting down coal, engine lurched, hot water entered glove.		1
24858	May 8	C. N. R.	Wild Goose, Ont.	Steam pipe broke off in turret.		1
24870	May 17	C. N. R.	St. John, Sullivan Sdg., N. B.	Riding car step on moving car, leg struck train.		2
24875	May 11	C. N. R.	Urwin, Sask.	Engine buckled in going over slight slide, squeezed between top of cab and tender.		1
24885	May 3	C. P. R.	Indian Head Subdivision, Mile 21, Sask.	Fell against coal gate when he tripped over cut-out cock.		1
24888	May 30	C. P. R.	Leduc, Alta.	Replacing poker on hook in cab, it caught against squirt hose.		1
24897	June 8	C. N. R.	Manseau, P. Q.	Boiler tube burst.		1
24899	May 22	C. N. R.	Windsor, Ont.	On running board adjusting bell, foot slipped.		1
24907	June 1	C. P. R.	MacLeod Subdivision, Mile 90, Alta.	Operating clutch on ditcher throttle opened due to failure of operator to place reverse lever on centre.		1
24909	May 22	C. N. R.	Toronto, Danforth Yard, Ont.	Top check of boiler stuck open off left side of engine, blowing off return hose.		1
24926	June 24	C. N. R.	Watford, Ont.	Blowing engine off, blow-off cock would not close, hand came in contact with escaping steam.		1

No. 10.—STATEMENT showing accidents to employees while working on or under engines, investigated during the year ending December 31, 1932—*Concluded*

Inv. File	Date	Railway	Place	Remarks	Killed	Injured
24949	June 13	C.N.R.	Neebing Yard, Ont.	Putting on left injector, valve on squirt hose opened.		1
24970	June 20	C.N.R.	St. John engine house, N.B.	After taking water shoved spout back with hook.		1
24989	May 12	C.P.R.	Wardner, B.C.	Reaching for tank spout to take water, fell on tender man-hole.		1
25030	Aug. 6	C.N.R.	Rimouski, P.Q.	Taking water, chain of tank valve lever, struck head.		1
25050	Aug. 6	C.N.R.	Danforth, Ont.	Pulling water spout to take water, jammed fingers.		1
25058	June 27	C.N.R.	Assiniboia Subdivision, Mile 102, Sask.	Adjusting steam shovel boom, fell.		1
25075	Aug. 9	C.N.R.	Sackville Yard, N.B.	Getting up on tender to take water, struck corner of van.		1
25076	Aug. 12	C.N.R.	Colbourg, north Yard, Ont.	Repairing engine bell, fell from running board.		1
25100	Sept. 11	C.P.R.	McLean, Sask.	Shaking grate, shaker bar came off.		1
25103	Sept. 9	C.N.R.	Brockville, Ont.	Engine struck caboose, in which he was standing.		1
25110	Aug. 30	C.N.R.	St. Leonard, N.B.	Opening engine steam shaker valve, steam burned hand.		1
25114	Aug. 25	C.N.R.	Boisdale, N.S.	Getting off engine to open ashpan, slipped, fell to ground.		1
25131	Sept. 19	C.P.R.	Touchwood, Sask.	Shaking engine grates, shaker bar slipped.		1
25132	Sept. 11	C.N.R.	Kipling, Sask.	Blow-off cock opened by engine man.		1
25158	Sept. 24	C.N.R.	Camanoque Junction, Ont.	Squeezed between top of engine cab and coal hopper.		1
25166	Oct. 13	C.N.R.	Canmore, Alta.	Assisting in shaking grates, lever slipped.		1
25167	Oct. 8	C.P.R.	Kashabowie, Ont.	Taking water, slipped on tender.		1
25197	Sept. 29	C.N.R.	Welby, Sask.	Fell off engine running board.		1
25198	Sept. 28	C.N.R.	Mountain Park, Alta.	Engine fire grates sticking.		1
25202	Sept. 9	C.N.R.	St. Henri, Montreal Term., P.Q.	Poker caught timber off coal dock.		1
25217	Oct. 15	C.N.R.	Trisdale Subdivision, Mile 20, Sask.	Water glass broke.		1
25271	Oct. 7	C.N.R.	Between Boston Bar and Port Mann, B.C.	Engine whistle stuck open.		2
25278	Aug. 24	C.N.R.		Difference in elevation of engine and tender; sprained hip putting in fire.		1
25280	Oct. 25	C.P.R.	Calgary, Alta.	Oiling engine on shop track, struck by incoming engine.		1
25297	Nov. 10	C.P.R.	Wynyard Subdivision, Mile 60, Sask.	Feed cut-out on lubricator blew out, hot oil struck face.		1
25304	Nov. 3	C.N.R.	Bathurst, N.B.	Looking into ashpan, steam and water struck face.		1
25312	Nov. 23	M.C.R.	St. Thomas, Ont.	Fixing engine rods, same reversed, squeezing arm.		1
25330	Dec. 3	C.N.R.	Brantford, Ont.	Engine on siding struck by car, while switching.		1
24864	May 2	C.N.R.	Wiseton, Sask.	Slipped on floor plate.		1
						63

TABLE 11.—STATEMENT showing the number of highway crossing accidents, with the total number of killed and injured, by provinces, for year ending December 31, 1932.

Railway	Prince Edward Island			Nova Scotia			New Brunswick			Quebec			Ontario			Manitoba			Saskatchewan			Alberta			British Columbia			Total			
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.				
Canadian National																															
Canadian Pacific																															
Niagara, St. Catharines & Toronto				6	2	9	5	2	7	24	9	32	72	19	76	5	1	8	12	3	17	7	1	7	2	2	133	37	158		
Sydney & Lonsburg							3	3	15	8	15	13	46	28	50	3		6	4		5	7	3	5	5	8	83	39	90		
Dominion Atlantic				2									5	1	6												5	1	6		
Dominion Atlantic				2																							2		2		
Esquimalt & Nanaimo						4																					2		2		
Grand River																												1		1	
London & Port Stanley													3	1	3												1		1		
Lake Erie & Northern													4	1	4												3		3		
Michigan Central													1	1													1		1	4	
Montreal & Southern Counties													6	6	7												1		1		
Pere Marquette													2	2	8												6		6	7	
Quebec Central													7	3	8												2		2	8	
Toronto, Hamilton & Buffalo										1	2		3	3	1												7		7	8	
British Columbia Electric																											1		1	2	
																											1		1	3	1
				10	2	15	8	2	10	42	21	53	147	63	155	8	1	14	16	3	22	14	4	12	9	12	254	96	293		



No. 12.—STATEMENT showing highway crossings at which protection provided, and the nature of protection during period of twelve months ending December 31, 1932.

File No.	Order No.	Location of Crossing	Railway	Nature of Protection
26727-325	47842	Longwood, Ont., Mileage 21-2 Windsor Subdivision	C.P.R.	Trees trimmed.
26842-132		Pelton, Ont., 1st crossing east of	M.C.R.	Advance warning signs installed.
26727-327		Mileage 9-56 Hamilton & Goderich Subdivision, Ont	C.P.R.	Trees cut down.
37808	47964	Montreal, P.Q., St. Joseph Blvd.	C.P.R.	Subway constructed.
26711-471	47987	Gravenhurst, Ont., Muskoka St.	C.N.R.	Speed limitation of ten miles an hour.
26782-2		Pointe-au-Lièvre, P.Q., Notre Dame St.	C.N.R.	Bill board removed.
37936	47999	Sackville, N.B., Bridge St.	C.N.R.	Bell and wigwag signal installed.
26727-323	48010	Elmstead, Ont., 3 miles west of	C.P.R.	Trees and bushes cut down; approaches graded.
33679	48017	Ottawa, Ont., Gladstone Ave.	C.N.R.	Speed limitation of ten miles an hour on southbound movements.
27156-39		Bedford, P.Q., Main St.	C.P.R.	Trees cut down; board fence replaced by wire.
27353-34		Vincennes, Man., east end of yard	C.P.R.	Trees cut down.
28300-21		Bridgetown, N.S.	D.A.R.	200-watt light installed.
30124-25	48082	Louden, Ont., Colborne St.	L. & N.E.R.	Speed limitation of ten miles an hour; train movements on sidings to be flagged.
9437-1131	48083	Fergus, Ont., St. David St.	C.P.R.	Speed limitation of ten miles an hour.
27073-92	48084	Duncan, B.C., 1st crossing north of station.	E. & N.R.	Speed limitation of ten miles an hour.
27218-13	48091	Sydney, N.S., Ferry St.	C.N.R.	Protection by gates and watchman from 6.00 a.m. to 10.00 p.m. daily.
33220-70		South Devon, N.B., Barker St.	C.N.R.	Permanent snow fence removed.
26727-85	48126	Alliston, Ont., Victoria St.	C.P.R.	Wigwag signal installed in addition to existing bell.
26782-200	48128	St. Leonard, P.Q., 3rd crossing north of	C.N.R.	Speed limitation of ten miles an hour.
26711-474	48166	Stoney Creek, Ont., Power House crossing	C.N.R.	Speed limitation of ten miles an hour.
27156-19	48164	Sutton, P.Q., Main St.	C.P.R.	Speed limitation of ten miles an hour.
27467-105		Prince Albert, Sask., north of Sask. River Bridge	C.N.R.	Trees cut down; signs lowered.
9437-555	48181	Montreal, P.Q., Cote des Neiges Road	C.P.R.	Subway constructed.
27352-25		St. Hyacinthe, P.Q., Grande Range crossing	C.N.R.	Stop sign installed.
30665		Ottawa, Ont., Hinchey Ave.	C.P.R.	Speed limitation of ten miles and hour.
30213		Victoria, B.C., Quadra St.	C.N.R.	Trees and brush cut down.
28286-71		South Edmonton, Alta., 104 St.	C.P.R.	Stop signs of red reflecting glass installed.
9437-143	48375	Tillsonburg, Ont., Tillson Ave	C.P.R.	Double bells and wigwag signals installed.
27156-2		Montreal, P.Q., Elmhurst Ave.	M.C.R.	Gates, with day and night watchmen.
26727-322		St. Thomas, Ont., Talbot St.	C.P.R.	Speed limitation of ten miles an hour.
37830-2	48336	Sydney, N.S., Prince St.	S. & L.R.	All movements over crossing to be protected by member of train crew.
9437-85		Simcoe, Ont., Norfolk St.	C.N.R.	Advance warning signs (button reflector type) installed.
11617-2	48625	Murkirk, Ont., St. Andrews Road.	M.C.R. & P.M.R.	Double bells and wigwag signals installed.
26782-35		St. Dominique, P.Q., crossing west of station.	C.N.R.	Stop signs installed.

27156-160	West Sheffield, P.Q.	C.P.R.	Stop signs installed.
37830-1	New Waterford, N.S., King St. crossing.	S. & L.R.	100-ft. board fence removed.
26711-456	Welland, Ont., Lincoln St.	C.N.R.	Advance warning signs installed.
27467-105	Prince Albert, Sask., crossing Mile 0-71 Blaine Lk.	C.N.R.	Highway signs lowered.
26727-324	Payne, Ont., Mileage 63-46 Chalk River Subdivision.	C.P.R.	Bell and wigwag signal installed.
30213-43	Sunich, B.C., Burnside Road.	C.N.R.	Brush cut down; advance warning sign installed.
26711-481	Pottersburg, Ont., First St.	C.N.R.	Trees trimmed; whistle post installed.
27467-104	Cudworth Subdivision, Sask., Mile 103-5.	C.N.R.	Brush and trees removed.
27811-50	Red Deer Subdivision, Alta., Mile 2-44.	C.P.R.	Whistle post installed.
33993-5	Pointe Claire, P.Q., Coolbrooke Ave.	C.P.R.	Operating circuits of bell and wigwag revised.
26727-333	Galt Subdivision, Mileage 93-12, Ont.	C.P.R.	Advance warning signs installed.
33229-73	Chipman, N.B.	C.P.R.	Speed limitation of ten miles an hour.
20890-14	Galt, Ont., Hespeler Road.	G.R.R.	Speed limit of 5 miles an hour on southbound movements; northbound movements stopped before crossing.
26727-302	Guelph, Ont., crossing 1-8 mile west.	C.P.R.	Speed limitation of six miles an hour.
38241	Lalonde, P.Q., 1st crossing east of station.	C.N.R.	Stop sign installed.
26711-488	Ayton, Ont., 1st crossing north of	C.N.R.	Speed limitation of 10 miles an hour.
33220-74	Sussex, N.B., Main St.	C.N.R.	Speed limit 10 miles an hour, between 8 p.m. and 8 a.m.; daily ex. Sunday; Sunday for 24 hours.
28786-74	Drumheller, Alta., 1st crossing east of	C.N.R.	Speed limitation of 10 miles an hour.
26711-487	Washago, Ont., 2nd crossing north of	C.N.R.	Speed limitation of 10 miles an hour.
33550-9	Kensington Subdivision, Mile 3-7; Mt. Edward crossing, P.E.I.	C.N.R.	Trees along highway fence cut down.
26842-105	Melbourne, Ont., crossing No. 2 highway.	M.C.R.	Speed limitation of 4 miles an hour.
48974	Kingston, Ont., Perth Road crossing, west of	C.N.R.	Return fencing repaired.
31981	St. Thomas, Ont., crossing 3 miles west of	C.N.R.	Trees cut down.
26711-441	Dalhousie Jct. station, N.B., Mile 176-8.	C.N.R.	Bell and wigwag signal installed; cars on sidings kept back 100 feet from crossing.
33229-65	Grafton, Ont., crossing just east of station.	C.P.R.	Highway crossing signs relocated.
26727-250	Bowmanville, Ont., crossing 3-45 miles east of station.	C.P.R.	Cars to keep back from crossing reasonable distance.
26727-339	Glen Robertson, Ont., crossing 2 miles east of	C.N.R.	Trees and hedge cut down.
26765-197	Tiltsong Junction, Ont., 1st crossing east of	C.N.R.	Bell and wigwag signal installed.
9437-549	Bellville, Ont., Kingston Road east of station.	C.P.R.	Bell and wigwag signal moved to new location.
3701-236	Toronto, Ont., Fleet St.	C.N.R.	Highway crossing sign installed.
26711-490	Marshville, Ont., crossing one-half mile east of	C.N.R.	Weeds cut down.
26765-238	Pembroke, Ont., Mary Street	C.N.R.	Stop signs installed.
26711-485	Melville, Ont., crossing 19-55 Owen Sound Subdivision.	C.P.R.	Trees trimmed and removed.
26727-334	Greenfield Park, P.Q., County of Chambly.	M. & S.C.R.	Speed limitation of 10 miles an hour.
49068	Burlington, Ont., Plains Road	C.N.R.	Bell and wigwag signal installed.
26711-454	Lynden Street, Thorold, Ont.	N.S.T. & T.R.	Two advance warning signs installed.
26711-454	Cleveland St., Thorold, Ont.	N.S.T. & T.R.	Two advance warning signs installed.
26711-454	Cunningham St., Thorold, Ont.	N.S.T. & T.R.	One advance warning sign installed.
27929-47	St. Thomas, Ont.	P.M.R.	Speed limitation of 6 miles an hour; back-up movements to be flagged by member of crew.
31671	East Windsor, Ont., George Ave.	C.N.R.	Speed limitation of 6 miles an hour.
3878-444	Yarker, Ont., Bridge St.	C.N.R.	Change in hours of operation of gates.
26711-489	Jeanettes Creek, Ont.	C.N.R.	Advance warning signs installed.
27467-117	Unity Subdivision, Sask., Mile 22-7.	C.N.R.	Whistle posts installed.
26727-213	Guelph, Ont., Market St.	C.P.R.	Speed limitation of 10 miles an hour.

No. 12.—STATEMENT showing highway crossings at which protection provided, and the nature of protection during period of twelve months ending December 31, 1932.—*Concluded*

File No.	Order No.	Location of Crossing	Railway	Nature of Protection
26782-205 26727-342	49159	St. Jude's Yard, P.Q. Galt, Ont., Samuelson St.	C.N.R. C.P.R.	Trees removed. Movements over crossing to be protected by member of crew.
8038 26711-403	49163 49165	London, Ont., Quebec St. Thorold, Ont., Mile 10-06 Welland Division.	C.P.R. N.S.T. & T.R.	Hours of protection by watchmen revised. Speed limit 6 miles an hour on northbound movements; southbound movements stopped before crossing.
26727-344 27811-92 32868-1 26711-408 27467-117 26727-357 14526	49177	West Toronto, Ont., Public Lane crossing. Calgary, Alta, New Street. Winnipeg, Man., Academy Road. Garson, Ont., Garson Road. Landis, Sask., 1st crossing west. Cobourg, Ont., George St. Huntington, B.C., 100 feet west of station.	C.P.R. C.N.R. C.N.R. C.N.R. C.P.R. C.P.R. C.P.R.	Brush removed. Speed limitation of 10 miles an hour. Whistle posts erected on either side of crossing. Stop signs erected; whistle posts installed. Advance warning sign installed. Speed limitation of 10 miles an hour on all movements; 6 miles an hour on back-up movements.
27467-116 27156-171 27929-45 26727-193 28786-77 26727-161 26727-332 3287	49221 49225 49248 49257	Langham Subdivision, Mileage 29-4, Sask. Wynman, P.Q. Ruthven, Ont., No. 3 highway. Woodstock, Ont., Vansittart St. Edmonton, Alta., 111th Avenue. Welsh, Ont., Mile 3-59 Chalk River Subdivision. Indian River, Ont., crossing west of Napance, Ont., Selby Road	C.N.R. C.P.R. P.M.R. C.P.R. C.N.R. C.P.R. C.P.R. C.N.R.	Stop signs erected. Trees cut down. Speed restriction of 10 miles an hour. Hill razed to permit better view. Speed limitation of 10 miles an hour; brush cleared. Brush removed. Advance warning signs installed. Electric light installed north side; advance warning signs installed both sides of crossing; switching movements to be flagged by member of train crew.
31981 27811-91 27073-95 27929-45	49309	Kingston, Ont., Perth Road crossing, 2nd crossing. Nobleford, Alta., 1st crossing north of Haig, B.C., 1st crossing west of Ruthven, Ont., No. 3 highway	C.N.R. C.P.R. C.P.R. P.M.R.	Double track advance warning signs installed. Extra whistle post erected. Advance warning signs installed. Bell and wigwag signal installed.

No. 13.—STATEMENT showing the number of highway crossings at which protection has been ordered, and the nature of protection set out by provinces, for twelve months ending December 31, 1932.

	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Total
Cars to be kept back required distance			1		1					2
Removal of view obstructions	1	1		4	11	2	2	1	2	24
Speed limitation maintained			2	3	17					27
Highway crossing sign installed					1			3	2	1
Switching movements flagged		1			4					5
Stop signs installed				2	1		1	1		5
Highway crossing sign relocated					1					1
Whistle post installed				4	1		2	2		9
Additional whistle post installed					1					1
Bell and wigwag installed			2		4					6
Double bell and wigwag installed					2					2
Wigwag added to bell					1					1
Advance warning signs installed					12				2	14
Subway constructed				2						2
Approaches graded					1					1
Gates		1		1	1					3
Light installed		1			1					2
Operating circuit of bell and wigwag revised				1						1
Hours of protection by watchmen revised					1					1
Bell and wigwag signal re-located					1					1
Highway sign lowered							1			1
Railway movements to stop before passing over crossing					2					2
Return fencing repaired					1					1
	1	4	5	17	65	2	6	7	6	113

No. 14.—STATEMENT showing number of persons killed and injured at public highway crossings, separately, for the years ending December 31, 1928, 1929, 1930, 1931, and 1932.

Year	Gates		Bell		Lightning Flash Signal		Watchman		Unprotected		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
1928	1	6	2	35			6	9	141	425	173	475
1929	4	16	22	66				16	114	397	140	495
1930	6	21	13	39		4	4		93	406	116	470
1931	1	19	16	46	5	2	1	14	75	375	98	456
1932	5	4	23	28	3	3	2	1	63	257	96	293
	17	66	76	214	8	9	13	40	489	1,860	623	2,189



No. 15.—STATEMENT showing number of highway crossing accidents and the nature of same, for each and every year separately, for years ending December 31, 1928, 1929, 1930, 1931, and 1932.

	Gates						Bell						Lightning Flash					
	1928	1929	1930	1931	1932	Total	1928	1929	1930	1931	1932	Total	1928	1929	1930	1931	1932	Total
Automobile.....	3	7	8	9	3	30	31	47	31	32	27	168	2	....	1	4	3	8
Horse and rig.....				2		2	7	3	3		1	14						
Pedestrian.....	5	5	7	6	4	27	3	9	5	3	3	23						
Steam roller.....									2			2				1		1
Wagon.....																		
Grader.....										1		1						
Motorcycle.....																		
Tricycle.....																		
Tractor.....																		
	8	12	15	17	7	59	41	59	41	36	31	208			1	5	3	9

	Watchman						Unprotected						Totals					
	1928	1929	1930	1931	1932	Total	1928	1929	1930	1931	1932	Total	1928	1929	1930	1931	1932	Total
Automobile.....	9	8	....	5	4	26	255	277	249	231	189	1,201	298	339	289	281	226	1,433
Horse and rig.....							28	20	17	9	21	95	35	23	20	11	22	111
Pedestrian.....	3			1		4	11	14	13	12	11	61	22	28	25	22	18	115
Steam roller.....										1		1				1		1
Bicycle.....																3	1	4
Grader.....											1	1					1	1
Motorcycle.....											1	1					2	2
Tricycle.....											1	1					1	1
Tractor.....											1	1					1	1
	12	8	....	6	4	30	294	311	281	256	221	1,363	355	390	338	320	266	1,669

The total of 1,669 accidents covers 623 persons killed and 2,189 persons injured, as referred to in preceding statement.

No. 16.—STATEMENT showing the number of trespassers killed and injured, by provinces and railways, for year ending December 31, 1932.

	Nova Scotia		New Brunswick		Quebec		Ontario		Manitoba		Saskatchewan		Alberta		British Columbia		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Canadian National.....	1	6	2	4	12	14	20	38	4	6	5	6	9	3	4	47	87	
Canadian Pacific.....			2	2	9	7	22	28	9	9	5	19	3	10	16	19	64	94
Hull Electric.....					1											1	1	2
Northern Alberta.....													1	1		1	1	
British Columbia Electric.....															1			
Great Northern.....															3		3	
Pere Marquette.....							2	1								2	1	
New York Central.....					2											2		
Esquimalt and Nanaimo.....																1	1	
Toronto, Hamilton and Buffalo.....							3	1								3	1	
Michigan Central.....							2	1								2	1	
Sydney and Louisburg.....	1	2														1		2
	2	8	2	6	24	21	49	69	13	15	10	25	4	20	21	27	125	191

No. 17.—STATEMENT showing the number of persons killed and injured on the various railways under the jurisdiction of the Board for the years ending December 31, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931 and 1932.

Year	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1923.....	15	558	122	2,542	158	497	295	3,597
1924.....	17	385	107	2,398	194	471	318	3,254
1925.....	6	354	76	2,008	190	593	272	2,955
1926.....	13	329	132	1,727	284	564	429	2,620
1927.....	13	382	101	2,051	239	658	353	3,091
1928.....	18	301	109	2,171	318	721	445	3,193
1929.....	16	349	105	1,891	305	714	426	2,954
1930.....	17	308	95	1,462	313	742	425	2,512
1931.....	9	426	51	1,531	257	723	317	2,680
1932.....	5	231	53	1,258	230	543	288	2,032
	129	3,623	951	19,039	2,488	6,226	3,568	28,888

No. 18.—STATEMENT showing the number of persons killed and injured in the more prominent accidents on the various railways, under the jurisdiction of the Board, shown separately for years ending December 31, 1928, 1929, 1930, 1931 and 1932.

	1928		1929		1930		1931		1932		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Derailment.....	12	151	11	92	12	121	7	242	4	48	46	654
Collision, head-on.....	5	64	17	61	.....	25	2	22	.....	14	24	186
Collision, rear-end.....	3	46	2	23	1	9	.....	14	5	21	11	113
Collision in yard.....	3	59	3	69	1	26	1	38	1	19	9	211
Collision with cars, open switch.....	.....	.....	.....	16	.....	3	.....	3	.....	.....	.....	22
Collision with cars standing foul.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Collision at level (Diamond) crossing.....	.....	.....	.....	1	1	6	.....	1	.....	.....	1	8
Highway crossing protected.....	29	50	26	98	23	64	23	81	33	36	134	329
Highway crossing Unprotected.....	144	425	114	397	93	406	75	375	63	257	489	1,860
Adjusting couplers, coupling, etc.....	6	108	5	105	3	60	3	59	3	53	20	385
Trespassing.....	127	139	142	136	168	205	142	200	125	191	704	871
Hand-car, motor, struck by train.....	13	36	5	18	8	30	8	10	4	11	38	105
Struck by switch-stand, etc.....	.....	25	1	21	.....	15	1	18	.....	7	2	86
Crushed between cars and buildings.....	1	21	1	20	1	7	.....	11	1	10	4	69
Falling off passenger train.....	7	6	4	16	2	11	3	9	1	6	17	48
Falling off top of car.....	5	45	2	47	1	25	1	14	2	17	11	148
Falling between cars.....	.....	13	6	5	4	3	4	5	2	6	16	32
Jumping off train in motion.....	7	136	10	81	7	91	2	66	5	59	31	433
Attempt to board train in motion.....	2	90	1	72	5	67	3	58	5	42	16	329
Run down by engine or car.....	22	84	20	62	27	62	11	47	11	37	91	292
Explosion of locomotive boiler.....	3	3	.....	1	2	5	.....	.....	6	5	11	14
	389	1,501	370	1,341	359	1,243	286	1,273	271	839	1,675	6,197

No. 19.—STATEMENT showing number of cars inspected, together with defects, for year ending December 31, 1932.

	Cars inspected	Cars defective	Per cent defective	Grand total defects	Couplers and parts	Per cent defective	Uncoupling mechanism	Per cent defective	Handholds	Per cent defective
Canadian Pacific.....	28,641	1,123	3.92	1,236	12	0.97	78	6.31	63	5.09
Canadian National.....	39,731	1,905	4.79	2,112	29	1.70	225	10.16	139	6.28
Temiscouata.....	38	2	5.26	2					1	50.00
Dominion Atlantic.....	50	1	2.00	1						
Pere Marquette.....	466	12	2.57	12						
Northern Alberta.....	35	3	8.57	3						
Great Northern.....	280	2	0.71	2						
Toronto, Hamilton & Buffalo.....	462	11	2.38	11					2	18.18
Esquimaux & Nanaimo.....	65	5	7.69	12					5	41.66
Michigan Central.....	4,180	42	1.00	43	1	2.32	4	9.30	1	2.32
British Columbia Electric.....	243	14	5.76	15					2	13.33
Sydney & Louisburg.....	25	7	28.00	14					1	7.14
	74,216	3,127	4.21	3,463	42	1.21	314	9.07	214	6.17

	Air brakes	Per cent defective	Ladders	Per cent defective	Sill steps	Per cent defective	Height of couplers	Per cent defective	Miscellaneous	Per cent defective
Canadian Pacific.....	562	45.46	37	2.99	66	5.34	297	24.02	121	9.78
Canadian National.....	963	45.39	39	1.84	132	6.25	332	15.71	253	12.45
Temiscouata.....	1	50.00								
Dominion Atlantic.....	1	100.00								
Pere Marquette.....	9	75.00	2	16.66			1	33.33	1	8.33
Northern Alberta.....	2	66.66							2	100.00
Great Northern.....										
Toronto, Hamilton & Buffalo.....	8	72.72								
Esquimaux & Nanaimo.....	4	33.33			1	8.33				
Michigan Central.....	22	51.16	5	11.62					10	23.25
British Columbia Electric.....	9	60.00					2	13.33		
Sydney & Louisburg.....	7	50.00			4	28.57				
	1,588	45.85	83	2.39	203	5.86	632	18.25	387	11.17

No. 20.—STATEMENT showing defective safety appliances on freight cars as reported by the inspectors for year ending December 31, 1932.

## COUPLERS AND PARTS

Coupler body broken.....	2
Coupler body worn.....	1
Knuckle broken.....	2
Knuckle missing.....	1
Knuckle pin broken.....	6
Knuckle pin missing.....	3
Lock block broken.....	22
Lock block wrong.....	1
Lock block bent.....	1
Lock block inoperative.....	2
Lock block missing.....	1
Total.....	42

## UNCOUPLING MECHANISM

Uncoupling lever broken.....	13
Uncoupling lever wrong.....	32
Uncoupling lever bent.....	84
Uncoupling lever incorrectly applied.....	12
Uncoupling lever missing.....	2
Uncoupling chain broken.....	122
Uncoupling chain too short.....	6
Uncoupling chain kinked.....	2
Uncoupling chain missing.....	29
End casting bent.....	2
End casting loose.....	3
End casting missing.....	1
Keeper broken.....	1
Keeper bent.....	3
Keeper loose.....	2
Total.....	314

## HANDHOLDS

Handhold broken.....	8
Handhold bent.....	151
Handhold loose.....	39
Handhold incorrectly applied.....	7
Handhold missing.....	9
Total.....	214

## HEIGHT OF COUPLERS

Coupler too low.....	10
Carrier iron loose.....	622
Total.....	632

## AIR BRAKES

Triple valve defective.....	1
Reservoir loose.....	1
Cylinder and triple valve not cleaned within twelve months.....	633
Cylinder loose.....	1
Cylinder and triple valve not stencilled with date of cleaning.....	6
Cut-out cock defective.....	11
Release cock missing.....	2
Release rod broken.....	12
Release rod missing.....	13
Angle cock defective.....	17
Angle cock missing.....	2
Train pipe broken.....	5
Train pipe loose.....	43
Cross-over pipe defective.....	1
Hose defective.....	1
Hose missing.....	5
Retaining valve defective.....	37
Retaining pipe defective.....	24
Retaining pipe missing.....	12
Brake rigging defective.....	455
Brake cut out.....	299
Brake cut out, cars old.....	3
No brake of any kind.....	4
Total.....	1,588

## LADDERS

Ladder round broken.....	3
Ladder round bent.....	50
Ladder round loose.....	12
Ladder round missing.....	5
Ladder loose.....	7
Ladder incorrectly applied.....	6
Total.....	83

## SILL STEPS

Sill step broken.....	7
Sill step bent.....	174
Sill step loose.....	14
Sill step incorrectly applied.....	1
Sill step missing.....	7

Total..... 203

MISCELLANEOUS TOTAL..... 387

GRAND TOTAL..... 3,463



No. 21A.—STATEMENT of defects on freight cars shown separately for years ending December 31, 1928, 1929, 1930, 1931, and 1932.

	1928	1929	1930	1931	1932	Total
Couplers and parts.....	46	43	48	23	42	202
Uncoupling mechanism.....	440	433	361	300	314	1,848
Handholds.....	233	250	247	185	214	1,129
Air brakes.....	1,515	1,861	1,445	1,149	1,588	7,558
Ladders.....	92	80	86	54	83	395
Sill steps.....	525	453	469	208	203	1,858
Height of couplers.....	1,032	1,179	852	788	632	4,483
Miscellaneous.....	430	496	339	426	387	2,078
	4,313	4,795	3,847	3,133	3,463	19,551

No. 21B.—STATEMENT of cars inspected and defective, shown separately for years ending December 31, 1928, 1929, 1930, 1931, and 1932.

	1928	1929	1930	1931	1932	Total
Cars inspected.....	75,989	6,265	64,708	49,757	74,216	333,935
Cars defective.....	3,822	4,123	3,400	2,777	3,127	17,249
Percentage defective.....	5.02	5.95	5.25	5.58	4.21	5.16

No. 22.—STATEMENT showing number of locomotives inspected, and number of defects, on the various railways under the Board's jurisdiction, for the year ending December 31, 1932.

Classifi- cation Number	C.N.R.	C.P.R.	S. & L.	E. & N.	G.N.R.	E.T.R.	N.A.R.	N.Y.C.	M.C.R.	Q.C.R.
1. Air compressors.....	1									
2. Arch tubes.....		1								
5. Blow-off cocks.....	13	4								
8. Brake equipment.....	6	1								
9. Cabs or cab windows.....	10	4								
11. Cab cards.....	7	1								
12. Coupling or uncoupling devices.....	31	5							1	
13. Crossheads, guides, pistons, or piston rods.....	1									
15. Cylinders, saddles, or steam chests.....	1	1								
17. Domes or dome caps.....	1	1								
18. Draft gear.....	2									
19. Draw gear.....		2								
21. Fire-box sheets.....		1								
24. Frames, tender.....	1									
25. Gauges, or gauge fittings, air.....										
27. Gauge cocks.....	3	3					1			
28. Grate shakers.....		1								
29. Handholds.....	30	19					1		1	1
31. Injectors and connections.....	1	3								
32. Inspection or test not made as required.....	10	5								
33. Lateral motion.....	3	2								
34. Lights, cab or classification.....		1								
35. Lights, headlights.....	1									
37. Mud rings.....	1	2						1		
40. Pilot or pilot beams.....	1	1								
41. Plugs or studs.....	7	1								
42. Reversing gear.....	3	1								
45. Sanders.....	2									
46. Springs or spring rigging.....	4	1								
50. Steam pipes.....	5	2								
51. Steam valves.....	3	1								
52. Steps.....	18	6						2		
53. Tanks or tank valves.....	5	1								
54. Tell-tale holes.....	12	5								
55. Throttle, or throttle rigging.....	2									
56. Trucks, engine or trailing.....	1									
57. Trucks, tender.....	1	1						1		
58. Valve motion.....										
59. Washout plugs.....	8	1							1	







No. 23—STATEMENT showing summary of reports on fires in forest sections originating within 300 feet of track along railway lines under the jurisdiction of the Board, season of 1932.

FIRES OF RAILWAY ORIGIN												
Number by causes—												
(Canadian Pacific Eastern Lines)	(a)	Canadian Pacific (Western Lines)	Canadian National (Atlantic Region)	Canadian National (Central Region)	Canadian National (Western Region)	Algoma Central and Hudson Bay	Northern Alberta Railways	Great Northern Railway	Miscellaneous Railways (c)	Totals		
	(b)											
</												

<i>Number by causes—</i>									
Camper and travellers, Class A.....	3	9	1	9	3	3	15		43
Camper and travellers, Class B.....	20	8	2	8	2	2	7		48
Camper and travellers, Class C.....	2			2	1	1	3		8
Settlers, Class A.....				2					4
Settlers, Class B.....				1					23
Settlers, Class C.....	1	2	1	3	3	3	14		7
Other known causes, Class A.....	1			3			3		12
Other known causes, Class B.....	3	4		5	1	1	1		25
Other known causes, Class C.....	3	11		4	5	1	1		3
Total, Class A.....	4	13	3	1	3	3	16	1	57
Total, Class B.....	23	21	3	15	12	2	22		98
Total, Class C.....	3	6		6	2		6	1	18
Total of other known causes.....	30	34	6	36	17	5	44	1	173
<i>Areas burned (acres)—</i>									
Young forest growth.....	59	3		527	38	1	76		804
Merchantable timber.....	12			1	52		2,140		2,305
Slashing or old burn.....	25	11	7	51	18				232
Other classes of land.....	62	17		207	3	5	308		602
Total.....	158	31	7	687	111	6	2,524	320	3,943
<i>Value of property destroyed—</i>									
Young forest growth.....	\$ 11	\$ 3		\$ 16	\$ 131		\$ 458	\$	619
Standing timber.....				3	207		1,000		1,210
Forest products.....	84			1,425	34,800				36,309
Other property.....	1,442	62	2	17,047	6,215	800			25,568
Total.....	\$ 1,537	\$ 65	2	\$ 18,491	\$ 41,353	\$ 800	\$ 1,458	\$	63,706
<i>FIRES OF UNKNOWN ORIGIN</i>									
<i>Number—</i>									
Class A.....	1	2	2	5			1		16
Class B.....	5	1	1	3	5				20
Class C.....				3					3
Total.....	6	3	3	16	10		1		39

No. 23. - STATEMENT showing summary of reports on fires in forest sections originating within 300 feet of track along railway lines under the jurisdiction of the Board, season of 1932 - *Continued*.

	Canadian Pacific (Eastern Lines)	Canadian Pacific (Western Lines)	Canadian National (Atlantic Region)	Canadian National (Central Region)	Canadian National (Western Region)	Algonia Central and Hudson Bay	Northern Alberta Railways	Great Northern Railways	Miscel- laneous Railways (c)	Totals
<i>Areas burned (acres) -</i>										
Young forest growth	2			7,532	4					7,534
Merchantable timber				64						68
Slashing or old burn	5	1	2	1,376	3					1,386
Other classes of land				27						38
Total	7	1	2	8,979	7					8,996
<i>Value of property destroyed -</i>										
Young forest growth	\$ 75		\$ 5	\$ 17,687						\$ 17,757
Standing timber				1,260						1,260
Forest products				2	8,059					8,061
Other property				135	1					136
Total	\$ 75		\$ 5	\$ 19,084	\$ 8,060					\$ 27,224

(a) Includes Dominion Atlantic and Quebec Central Railways.

(b) Includes Esquimaux and Naininao Railway.

(c) Includes following lines: Cumberland Railway and Coal Company; Maine Central and Nipissing Central.

Class A fires are those which cover an area less than one-fourth acre, regardless of amount of damage.

Class B fires are those which cover an area of one-fourth acre to ten acres.

Class C fires are those which cover an area over ten acres.

STATEMENT SHOWING SUMMARY OF FIRES OF RAILWAY ORIGIN IN FOREST SECTIONS, CLASSIFIED BY CAUSES, SEASON OF 1932.

Cause of Fire	Number of Fires						Forest Land Burned				Non-forest land burned		Damage to Forest Products	Damage to Other Property	Area		Grand Totals										
	Class			Total			Acres	Per cent	Damage age	Per cent	Acres	Per cent			Acres	Per cent											
	A	B	C	Total	Per cent																						
Locomotive.....	90	93	21	204	76.40	7,068	98.33	13,481	98.83	98.83	933	94.62	46	2,091	8,002	97.90	15,646	97.39									
Employee.....	22	39	2	63	23.60	120	1.67	159	1.17	1.17	53	5.38		289	172	2.10	420	2.61									
Totals.....	112	132	23	267	100.00	7,188	100.00	13,640	100.00	100.00	986	100.00	46	2,380	8,174	100.00	16,066	100.00									

No. 25.—STATEMENT showing summary reports of fires in forest sections originating within 300 feet of track along railway lines under the jurisdiction of the Board, season of 1932; showing by provinces the number of fires, areas burned and value of property destroyed, by classified causes.

Provinces	Fires of Railway Origin						Known causes other than Railway						Fires of Unknown Origin					
	No.		Acres		Value		No.		Acres		Value		No.		Acres		Value	
	Per cent	Per cent	Per cent	Per cent	Per cent	Per cent	Per cent	Per cent	Per cent	Per cent	Per cent	Per cent	Per cent	Per cent	Per cent	Per cent	Per cent	Per cent
Nova Scotia.....	14	5.24	1,069	13.08	2,273	14.16	1	0.58	2	0.05			2	5.13	2			
New Brunswick.....	21	7.87	134	1.64	569	3.54	6	3.47	10	0.25	6	0.01	2	5.13	2		5	0.02
Quebec.....	12	4.49	4	0.05	265	1.67	19	10.98	725	18.39	14,970	23.49	10	25.64	261	2.90	3,397	12.48
Ontario.....	52	19.48	150	1.83	389	2.36	57	32.37	545	13.82	5,854	9.19	13	33.33	8,724	96.98	15,762	57.90
Manitoba.....	12	4.49	4,027	49.23	6,593	41.06	2	1.05	45	1.14			4	10.26	4	0.05		
Saskatchewan.....	9	3.37	1,149	14.06	3,319	20.66	2	1.15	53	1.34	276	0.43	1	2.56				
Alberta.....	16	6.00	272	3.33	3,323	20.20	45	26.01	2,532	64.22	1,514	2.38	3	7.69				
British Columbia.....	131	49.06	1,369	16.75	2,633	16.39	37	21.39	31	0.79	41,086	64.50	4	10.26	3	0.03	8,060	29.60
Yukon Territory.....																		
Totals.....	267	100.00	8,174	100.00	16,066	100.00	173	100.00	3,943	100.00	63,706	100.00	39	100.00	8,995	100.00	27,224	100.00



## APPENDIX "D"

## RECORD BRANCH

STATEMENT showing the applications made to the Board under the various sections of the Railway Act, for the year ending December 31, 1932.

Sections of the Railway Act	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Rescinding of Orders, Sec. 34.....	8	7	6	2	6	6	8	5	3	6	3	1	61
Rules and Regulations, Secs. 34, 281, 287, 290, 296.....								1	1		1		3
Approval of certain works after construction, Sec. 40.....			1				3		1				1
Extension of time, Sec. 41.....			1		3				1				9
Traffic Agreements, Sec. 154.....			2	3					1				6
Location of line, Secs. 167, 177.....	1				1								2
Plan, Profile and B. of Ref., Secs. 168, 179.....			1				3	2	2		2		11
Ry. as Constructed, Sec. 175.....	2	2	1	2	3		1						21
Deviation of Line, Sec. 178.....	1	1	1	3	4	1	1	2		1	1	2	14
Stations, Section 188.....		2	1		1				1				7
Mines and Minerals, Secs. 194, 198.....			1										1
Condition of Stations, Sec. 188.....			1										1
Station Accommodation Station Agents.....	48	43	11	16	18	13	8	18	11	11	13	4	214
Expropriation of Lands, Secs. 189, 192.....			2		1								3
Appeals to Supreme Court and G. in C.....			2				1	1	1				6
Internal Economy of the Board.....			3		5	2	4	5	5	12	7	2	61
Branch Lines, Secs. 180, 187.....	6	4	3			5							22
Removing Industrial Spurs, Secs. 398 and 187.....	1	1	1	1	2		6		2	1	1	1	18
Farm Crossings, Sec. 272, 273.....		1	3		1	1			1	1			8
Canals, Ditches, etc., Secs. 268, 271.....					2								2
Sewers, Sec. 269.....		6				1	1	1	1	30	39	49	382
Culverts, Sec. 269.....		171		6	3	26	56	1	1				1
Cattle Guards, Sec. 274.....											1		1
Water Pipes, Sec. 269.....								1					1
Gas Pipes, Sec. 102.....	2		1	1	1		2		1			4	8
Railway Crossings and Jct., Secs. 252, 254.....			5	2					4	2			28
Interlocking Appliances, Sec. 252.....	12	19	22	14	16	19	11	13	11	15	8	9	169
Highway Crossings, Secs. 253, 267.....	1	5	5	3				4	3	2			25
Highway Diversions, Sec. 256.....			11	13	11	16	10	9	11	17	16	6	144
Protection at Crossings, Secs. 257, 267.....		10	12	26	37	31	28	29	35	38	57	38	456
Accident Reports, Secs. 255, 286.....	50	50	37			1		2	1				3
Accident Reports, Secs. 255, 286.....													
Telegraph and Telephone Lines, Sec. 367.....													
Power Wire Crossings, Sec. 372.....													
Telephone Agreements, Sec. 375.....	7	5	3	4	7	7	4	4	2	6	5	4	58

[illegible]

Totals..

## APPENDIX "E"

List of cases appealed to the Supreme Court of Canada, from February 1, 1904, to December 31, 1932

File No.	Subject	Decision
643	Montreal Terminal Ry. Co. vs. Montreal St. Ry. Co., Pius IX Ave., upon question of jurisdiction.....	Allowed.
1455	James Bay Ry. Co. vs. G.T.R. Co., undercrossing at a point near Beaverton, Ont., Lot 13, Con. 7, Twp. of Thorah.....	Dismissed.
1492	James Bay R. Co. vs. G.T.R. Co. Crossing Belt Line Spur. Question of law.....	Dismissed.
383	Ottawa Electric Ry. Co. and City of Ottawa, Ont., vs. Canada Atlantic Ry. Co., re Bank Street Subway, Ottawa. Question of law.....	Dismissed.
1621	Toronto Ry. Co. against Order 7813, July 3, 1909, re high level bridge over Don Improvement and tracks of G.T.R. and C.P.R., Toronto, Ont. Question of jurisdiction.....	Dismissed.
589	Re Toronto Union Station, A. R. Williams, expropriation. Question of jurisdiction.....	Dismissed.
C. 1680	Essex Terminal Ry. Co. and W. E. & L.S.R. Ry. Co., crossing in Twp. of Sandwich, Ont. Question of law.....	Dismissed.
C. 1309	Robinson vs. G.T.R. Co. Two-cent rate. Question of law.....	Dismissed.
689	C.P.R. Co. vs. G.T.R. Co. re branch line at London, Ont. Question of jurisdiction.....	Dismissed.
1497	T. D. Robinson vs. C.N.R. Co. Spur at Winnipeg. Question of jurisdiction.....	Allowed.
9527	Montreal St. Ry. re rates, Mount Royal Ward. Question of jurisdiction.....	Dismissed.
C. 1419	Ontario Department of Agriculture vs. G.T.R. Co. re station at Vineland, Ont. Jurisdiction.....	Dismissed.
C. 3322	Re Toronto Viaduct Appeal of C.P.R. Co. Question of law.....	Dismissed.
C. 4897	Refencing and cattleguards, Order 7473, Appeal of C.N.R. Co. upon question of jurisdiction.....	Allowed.
C. 4492	City of Toronto, Ont., vs. G.T.R. and C.P.R. Cos. re commutation rates. Question of law.....	Withdrawn.
C. 2545	City of Ottawa, Ont., and County of Carleton re Richmond Road Viaduct. Question of jurisdiction.....	Dismissed.
13079	G.T.R. Co. and C.N.O.R. Co. re spur in Twp. of Carboro, Ont. Question of jurisdiction.....	Dismissed.
C. 3269	G.T.R. Co. vs. British American Oil Cos. re oil rates. Question of law.....	Dismissed.
1319	G.T.P.R. Co. vs. City of Fort William, Ont., re location. Question of jurisdiction.....	Dismissed.
11965	N. St. C. & T. Ry. Co. vs. Davy. Question of jurisdiction.....	Allowed.
15580	Clover Bar Coal Co. and Wm. Humberstone vs. G.T.P. and the Clover Bar Sand & Gravel Co. Question of jurisdiction.....	Dismissed.
12682	Regina Rates Case. Question of law.....	Dismissed.
17963	G.T.P.R. Co. vs. A. E. Purcell of Saskatoon, Sask. Question of jurisdiction.....	Dismissed.
C. 3269	C.P.R. Co. vs. British American Oil Companies. Question of jurisdiction.....	Dismissed.
15530	G.T.R. & C.P.R. Cos. vs. Canadian Oil Companies. Question of jurisdiction.....	Dismissed.
15530-1	B.C. Elec. Ry. Co., V.V. & E. Ry. Co. vs. City of Vancouver, B.C. Question of jurisdiction.....	Dismissed.
20062	E. B. Chambers and W. E. C. Phair vs. C.P.R. Co. Question of jurisdiction.....	Allowed.
27095	C.N.R. Co. vs. Wm. A. Taylor. Jurisdiction.....	Dismissed.
1487	G.T.R. Co. vs. City of Edmonton, Alta. Question of law.....	Dismissed.
18578	Montreal Tramways and M.P. & I. Ry. Co. vs. Lachine, Jacques Cartier & Maisonneuve Ry. Co. Question of jurisdiction.....	Allowed.
14329-9	City of Hamilton, Ont., vs. T.H. & B. Ry. Co. Question of jurisdiction.....	Allowed.
23009	G.T.R. Co. vs. Hepworth Silicon Pressed Brick Co. Question of law.....	Dismissed.
21428	Toronto Ry. Co. and City of Toronto, Ont., vs. C.P.R. Co. Question of law and jurisdiction.....	Dismissed.
12021-70	City of Edmonton, Alta., vs. E.D. & B.C. Ry. Co. Question of law.....	Dismissed.
9437-153	Ingersoll Tel. Co. and others vs. Bell Tel. Co. Question of law.....	Dismissed.
C. 3935	G.T.R. Co. vs. Bourassa of Laprairie, Que. Question of law and jurisdiction.....	Withdrawn.
16171	G.N.W. Tel. Co. submit for opinion of Court a question of law involved in matter of General Order No. 162.....	Abandoned.
27524	Government of Manitoba and J. S. Ashdown Hardware Co., re 15 p.c. increase in freight rates. Question of jurisdiction.....	Abandoned.
13622	C.P.R. Co. vs. Department of Public Works for Ontario re crossing in Twp. of Kirkpatrick. Question of law.....	Withdrawn.
11118	E. & N. Ry. Co. re right of City of Victoria, B.C., to have access over bridge at Victoria Harbour. Jurisdiction.....	Abandoned.
28439	Municipality of Burnaby, B.C., vs. B.C. Elec. Ry. Co. re commutation rates. Jurisdiction.....	Abandoned.
28950	City of Toronto vs. Toronto Terminal Ry. Co. re Pressure pipes under Bay, Scott and Yonge Sts., Toronto, Ont. Question of law.....	Dismissed.

LIST of cases appealed to the Supreme Court of Canada, from February 1, 1904, to December 31, 1932—*Continued*

File No.	Subject	Decision
C. 78	Application of Mr. Wagenast for a stated case in <i>re</i> Brampton commutation rates. Question of law.....	Dismissed.
C. 2987	Ottawa Elec. Ry. Co. against Order of the Board disallowing proposed increase in passenger rates. Question of jurisdiction.....	Allowed.
21404-6	Board submits stated case for the opinion of the Court of question of jurisdiction in matter of B.C. Elec. Ry. Co.'s application for increased rates.	Abandoned.
28140	C.P.R. Co. upon question of law arising out of the application of Department of Lands, Forests and Mines, Province of Ontario, for an Order directing C.P.R. Co. to provide and construct an overhead crossing at its expense between lots 6 and 7, Con. 1, Eaton Twp., Ont., April 1, 1922. (Appeal allowed with costs.)	
30381	(Question answered in the negative.) V.V. & E. Ry. & Nav. Co. vs. Vancouver Harbour Commissioners and the C.N. Rys. from Order 31647, dated Oct. 15, 1921. Question of jurisdiction.....	Allowed.
31351-1	Luscar Collieries, Ltd., on question of jurisdiction from Order of the Board dated May 23, 1924, in matter of Luscar Collieries, Ltd., vs. N. S. McDonald and the C.N. Rys.....	Dismissed.
32812-1	Governments of Alberta, Saskatchewan and Manitoba from General Order 408, dated October 14, 1924, <i>re</i> Crows Nest Pass Rates.....	Dismissed.
34285	C.N. Ry. Co. against Orders 39348, 39349 and 39542 <i>re</i> through rates via Saint John and Sainte Rosalie Gateways. Appeal allowed in respect of movements through Saint John and dismissed in respect of movements through Sainte Rosalie.....	Allowed.
24822	Toronto Transportation Commission from Board's Order No. 40120, dated January 3, 1928, <i>re</i> contribution towards cost of reconstructing bridge over tracks of C.N. Rys. at Main St., Toronto, Ont.....	Allowed (partly)
4000-3	Montreal Tramways Company against Board's Order No. 42501 as amended by Order No. 42773, dated June 7, 1929. Question of jurisdiction.....	Dismissed.
16645-73	C.N. Rys. from Board's Order No. 41945, dated December 21, 1928, authorizing opening for the carriage of traffic portion of its line from Mile 361-3 at Willingdon to Mile 428-7 at Strathcona, Alta. Law and jurisdiction.....	Dismissed.
6713-213	British Columbia Electric Railway Company from Board's Order No. 42808, dated June 10, 1929. Question of jurisdiction and Order 44417, 7/3/30.....	Dismissed.
34123-74	Government of Alberta from Board's Order No. 45846, dated November 25, 1930, <i>re</i> tariffs on grain and flour to Fort William, Westport and Armstrong and to Vancouver. Question of law.....	Dismissed.
9437-319-7	M.L.H. & P. Consolidated, B.T. Co., Montreal Tramways Co. and The Montreal Tramways Commission, from Board's Order No. 45410, dated September 16, 1930, <i>re</i> subway at d'Argenson St., Montreal. Question of law.....	Dismissed.
9437-319-13	The M.L.H. & P. Consolidated, The B.T. Co., Montreal Tramways Co. and the Montreal Tramways Commission from Board's Order No. 45427, dated September 16, 1930, <i>re</i> subway on Saint Antoine St., Montreal. Question of law.....	Dismissed.
9437-319-16	The M.L.H. & P. Consolidated, The City of Montreal and the Bell Tel. Co. against Board's Order No. 46203, dated February 2, 1931, in the matter of application of C.N. Rys. to cross certain highways and road allowances in the City of Montreal and other municipalities, etc., with a proposed line between Longue Pointe and Eastern Junction, Que. Law and jurisdiction.....	Dismissed with costs.
32453-11	Bell. Tel. Co. against Board's Order No. 46083, dated January 8, 1931, <i>re</i> St. Clair Ave. subway, Toronto, Ont. (C.N. Rys.). Law and jurisdiction.....	Dismissed with costs.
20161	Bell Tel. Co. against Board's Order No. 45813, dated November 14, 1930, <i>re</i> grade separation in Hamilton, Ont. Law and jurisdiction.....	Dismissed.
C. 4704	The Canadian Electrical Association and the Hydro Electric Power Commission of Ontario against Board's General Order No. 490, dated February 20, 1931, amending the rules for wires erected along and across railways. Question of law and jurisdiction.....	Dismissed 31/3/32.
27929-40	Pere Marquette Ry. Co., and the Lake Erie and Detroit River Ry. Co., from Board's Order No. 48736, dated June 16, 1932. Jurisdiction.....	Pending.
37756	City of Toronto against Board's Order No. 47439, dated September 25, 1931, <i>re</i> Eglinton Ave. Bridge in the Village of Forest Hill, Ont. Jurisdiction.....	Allowed.
26782-21	Quebec Railway, Light & Power Co. against Board's Order No. 48062, dated February 1, 1932, in the matter of Charlesbourg Road subway in the City of Quebec. Law and jurisdiction.....	Pending.



LIST of cases appealed to the Supreme Court of Canada, from February 1, 1904, to December 31, 1932—*Concluded*

## SUMMARY

Dismissed.....	42
Allowed.....	12
Abandoned.....	5
Withdrawn.....	3
Pending.....	2
Total.....	64

LIST of Appeals to the Governor in Council February 1, 1904, to December 31, 1932

File No.	Subject	Decision
389	Bay of Quinte Ry. crossing C.P.R. at Tweed, Ont.....	Allowed.
1455	James Bay Ry. Co. vs. G.T.R. Co. Crossing near Beaverton, Ont.....	Dismissed.
1781	G.T.R. Co. vs. City of Chatham, Ont., street crossings.....	Dismissed.
12992	Maniwaki Branch, C.P.R. Train service from Ottawa.....	Referred back.
2030	Re Tariffs of certain Yukon railways.....	Dismissed.
17716	C.P.R.—Longue Pointe Spur through Town of Maisonneuve, Que.....	Dismissed.
18787	South Hazelton Townsite vs. G.T.P.R. Co.....	Referred back.
3452-30	J. Y. Rochester vs. G.T.P.R. Co. re Cameron Bay.....	Dismissed.
12912	Park Ave. subway, Town of Saint Louis, Que.....	Dismissed.
17040	Lambton to Weston Spur and C.P.R.....	Abandoned.
C. 3322	Toronto Viaduct Case.....	Dismissed.
12021-70	City of Toronto re North Toronto Grade Separation.....	Dismissed.
16177	C.P.R. Co. vs. Mountain Lumber Manufacturers' Association re lumber rates.....	Withdrawn.
19024	Charles Miller of Toronto vs. G.T.P.R. Co. re station at Prince George, B.C.....	Dismissed.
17716-10	C.P.R. Co. vs. Town of Maisonneuve, Que. Highway Crossings.....	Dismissed.
22681-25	City of Montreal, Que., vs. C.N.R. Co. siding across Stadacona and Marlboro Streets, Montreal.....	Abandoned.
21418	City of Prince George, B.C., re location of G.T.P.R. station between Oak and Ash Streets.....	Dismissed.
21660	C.N.O.R. Co. vs. Twp. of Loughboro, Ont.....	Dismissed.
26169	C.P.R. and C.N.R. Cos. re interswitching at Eastern Public Cattle Market, Montreal.....	Abandoned.
17040	C.P.R. Co. re Lambton to Western Spur (2nd Appeal).....	Referred back.
27693	City of Hamilton, Ont., vs. G.T.R. Co. re passenger service on Northern & N.W. Bch. between Hamilton and Burlington Beach and Town of Burlington, Ont.....	Abandoned.
27840	Winnipeg Board of Trade re 15 p.c. increase in freight rates.....	Dismissed.
28439-3	Town of Saint Lambert, Que., re increase in rates on the M. & S.C. Ry....	Dismissed.
28230	City of Hamilton, Ont., re Kinnear Yard.....	Referred back.
29040-2	National Dairy Council of Canada on behalf of Ice Cream Manufacturers re classification of ice cream.....	Referred back.
995	Proprietors' League of Montreal, Que., in increase in Bell Tel. Co's rates..	Dismissed.
30434	City of Windsor, Ont., for an Order rescinding Order No. 30028, authorizing C.P.R. Co. to construct tracks of proposed freight shed at grade across unopened portion of Caron Ave., Windsor, Ont.....	Dismissed.
29996	City of Toronto, Ont., against General Order No. 308, authorizing a general increase in freight rates.....	Referred back.
C. 955	City of Toronto, Ont., against Board's Judgment dated April 18, 1921, re increase in Bell Tel. Co's rates.....	Referred back.
23092-2	C.N.Q. Ry. Co. against Board's Order No. 31312, re crossing Pointe aux Trembles Ry. at Pointe aux Trembles, Que.....	Referred back.
30380	City of Toronto, Ont., against Board's ruling (General Order No. 327) re express rates.....	Dismissed.
30380-13	National Dairy Council of Canada from the Board's decision and for an Order for the cancellation of the 20 p.c. increase in cream rates.....	Referred back.
17112-27	Dominion Millers' Association from Board's Judgment dated March 6, 1922, in matter of flour arbitraries over wheat for export.....	Dismissed.
29040-2	National Dairy Council of Canada on behalf of ice cream manufacturers from Board's Order No. 28883, re express classification of ice cream..	Dismissed.
30686-2	Provinces of Alberta and British Columbia from Board's Order dated June 30, 1922 (General Order No. 366) in matter of railway tolls.....	Referred back.

List of Appeals to the Governor in Council February 1, 1904, to December 31, 1932—*Concluded*

File No.	Subject	Decision
30380-13	National Dairy Council of Canada against ruling of the Board of November 21, 1922, <i>re</i> 20 p.c. increase in cream rates.	Allowed.
3025-16	N. St. C. & T. Ry. Co. against Board's Order No. 33190, dated December 1, 1922, <i>re</i> relocation of its line on Oak and Merritt Streets, Merritt, Ont.	Withdrawn.
32812-1	Governments of Alberta, Saskatchewan and Manitoba from Board's Order No. 400, dated October 14, 1924, <i>re</i> Crows Nest Pass Rates. Allowed under decision of Supreme Court. P.C. 2220 and P.C. 886.	Allowed.
9754-22	Canadian Shippers' Traffic Bureau against Board's Order No. 36646, dated July 27, 1925, <i>re</i> claim against G.T.R. Co. for refund of alleged freight overcharges. P.C. 711.	Dismissed.
30686-2	Governments of Alberta and Saskatchewan <i>re</i> rates on grain and flour moving to the Pacific Coast for export. P.C. 309.	Referred back.
34123	United Farmers of B.C., Fraser Valley District Council, in the matter of General Order No. 448, dated August 26, 1927, and the freight rates on grain and flour and grain products moving over the C.P. and C.N. Rys.	Pending.
490-3	The Consumers Glass Co., Ltd., of Montreal, Que., from Board's Judgment, dated January 30, 1931, and Board's Order No. 46489, dated April 1, 1931, <i>re</i> freight rates on glass bottles and jars, in carloads, from Montreal, Que., to points in Canada.	Pending.
38316	Lakeside Milling Co., Ltd., of Toronto, on behalf of itself and all other Inland Grain Millers in Ontario, against Board's Judgment dated June 9, 1932, and Order No. 48728, dated June 10, 1932, <i>re</i> rates on grain.	Pending.

## SUMMARY

Dismissed.....	20
Allowed.....	3
Abandoned.....	4
Withdrawn.....	2
Pending.....	3
Referred back.....	11
Total.....	43

## APPENDIX " F "

LIST OF GENERAL ORDERS AND CIRCULARS OF THE BOARD FOR  
THE YEAR ENDING DECEMBER 31, 1932

## GENERAL ORDER No. 495

*In the matter of the application of the Canadian Industries, Limited, Montreal, Quebec, for permission to use certain containers prescribed in the Interstate Commerce Commission regulations for the transportation of explosives and other dangerous articles:*

File No. 1717.38.2.

MONDAY, the 18th day of January, A.D. 1932.

Hon. C. P. FULLERTON, K.C., *Chief Commissioner.*  
J. A. STONEMAN, *Commissioner.*

Upon reading the submissions filed in support of the application, and the report and recommendation of its Assistant Chief Traffic Officer,—

*The Board Orders:*—That, effective February 15, 1932, metal barrels and drums complying with Container Specifications 5, 5A, 5B, 5C, 5D, 5E, 5F, 6A, 6B, 6C, 6D, 6E, 6F, 6G, and 6H, and wooden boxes complying with Specifications 15A, 15B, 15C, and 15D, as published in Agent B. W. Dunn's Tariff C.R.C. No. 2 on file with the Board under file No. 1717.38.3, but marked with markings in which the letters "CRC" are substituted for the letters "ICC" as shown in specifications, be, and they are hereby, authorized for use for shipping classes of freight permitted by the said Tariff to be shipped in such containers over railways in Canada subject to the jurisdiction of the Board.

C. P. FULLERTON,  
*Chief Commissioner.*

## GENERAL ORDER No. 496

*In the matter of the application of General Steel Ware, Limited, of Toronto, Ontario, for an Order amending the General Order of the Board No. 495, dated January 18, 1932, authorizing the use of certain barrels and drums for the transportation of explosives and other dangerous articles:*

File No. 1717.38.2.

WEDNESDAY, the 2nd day of March, A.D. 1932.

Hon. C. P. FULLERTON, K.C., *Chief Commissioner.*  
J. A. STONEMAN, *Commissioner.*

Upon its appearing that the metal container specifications prescribed in the said General Order No. 495 referred to the United States, or wine, gallon, and its being expedient that the same specifications should apply to metal containers of 5 imperial gallons capacity,—

*The Board Orders:* That the said General Order No. 495, dated January 18, 1932, be, and the same is hereby, amended by adding the following clause at the end thereof, namely:—

"Whenever the said container specifications for metal barrels or drums refer to a marked capacity of 5 gallons, they shall be construed as applying to metal containers of 5 Imperial gallons capacity."

C. P. FULLERTON,  
*Chief Commissioner.*

## GENERAL ORDER No. 497

*In the matter of the application of G. C. Ransom, Chairman of the Canadian Freight Association, on behalf of railway companies subject to the jurisdiction of the Board, for permission to depart from the provisions of General Order No. 479, dated June 28, 1929, and of Rule No. 17 of Circular No. 223, by permitting the filing of one additional supplement to tariffs:*

File No. 606.

FRIDAY, the 1st day of April, A.D. 1932.

S. J. McLEAN, *Asst. Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

Upon its appearing that, with the present restriction as to the number of effective supplement to tariffs, railway companies are at considerable expense in being required to reissue large supplements to take care of a small number of additional rates, and it being advisable that railway companies be permitted, at the present time, to make effective every possible economy,—

*The Board Orders:* That railway companies subject to the jurisdiction of the Board be, and they are hereby, permitted to issue one supplement to a tariff on file, in addition to the number permitted by General Order No. 479 and Rule No. 17 of Circular No. 223, upon the following conditions, namely:—

- (1) the additional supplement shall contain not more than two pages;
- (2) the smallest supplement to any tariff supplemented hereunder must contain four or more pages;
- (3) the matter contained therein, if at the time effective, shall be carried forward and reissued in the next regular supplement; and
- (4) the title page of such additional supplement shall contain the following:—

“Issued under permission of General Order of the Board of Railway Commissioners for Canada, No. 497, dated April 1, 1932.”

S. J. McLEAN,  
*Assistant Chief Commissioner.*

## GENERAL ORDER No. 498

*In the matter of the application on behalf of the Canadian Legislative Board of the Brotherhood of Locomotive Firemen and Enginemen, hereinafter called the “Applicant,” under Sections 33 and 287 of the Railway Act, for an Order amending the General Order of the Board No. 449, dated September 8, 1927, prescribing Uniform Rules Governing the Determination of Visual Acuity, Colour Perception, and Hearing of Railway employees.*

File No. 1750.17

WEDNESDAY, the 6th day of April, A.D. 1932.

S. J. McLEAN, *Assistant Chief Commissioner.*

Hon. T. C. NORRIS, *Commissioner.*

J. A. STONEMAN, *Commissioner.*

Upon hearing the application at the sittings of the Board held in Ottawa, February 4 and 5, 1930, in the presence of counsel for and representatives of The Railway Association of Canada, the Canadian Pacific, Canadian National, and Toronto, Hamilton & Buffalo Railway Companies, the Michigan Central



Railroad Company, the Brotherhood of Locomotive Engineers, and the Brotherhood of Locomotive Firemen and Enginemen, and what was alleged; and upon the report and recommendation of the Chief Operating Officer of the Board,—

*The Board Orders:* That the "Uniform Rules Governing the Determination of Visual Acuity, Colour Perception, and Hearing of Railway Employees," as prescribed by the said General Order No. 449, dated September 8, 1927, be amended as follows, namely:—

By striking out the promotion and re-examination statements under the heading, "Standards of Visual Acuity," "Class A," and substituting therefor the following:—

*"Promotion*

"20/30 combined, with or without glasses, provided there is 20/30 in one eye and not less than 20/40 in the other eye, with or without glasses.

*"Re-examination*

20/30 combined, with or without glasses, provided there is 20/30 in one eye and not less than 20/50 in the other eye, with or without glasses."

2. That the provisions of the said General Order No. 449, as amended, be made to apply to the Michigan Central Railroad Company in so far as movements lying wholly within the jurisdiction of the Board are concerned. In the case of international movements, the Company may use standards which are higher and which are in use on American railways.

S. J. McLEAN,  
*Assistant Chief Commissioner.*

### GENERAL ORDER No. 499

*In the matter of the application of the Canadian Industries Limited, of Montreal, Quebec, for permission to use fibreboard containers for the carriage of explosives over lines in Canada, when complying with Container Specification 23-F, published in Supplement No. 2 to B. W. Dunn's Tariff C.R.C. No. 2.*

File No. 1717.38.2.

FRIDAY, the 20th day of May, A.D. 1932.

Hon. C. P. FULLERTON, K.C., *Chief Commissioner.*  
S. J. McLEAN, *Assistant Chief Commissioner.*

Upon its appearing that the carriage of explosives in fibreboard containers is now permitted in the United States, when complying with Shipping Container Specification 23-F, published in Supplement No. 2 to B. W. Dunn's Tariff C.R.C. No. 2, and its being desirable that there be uniformity of regulation in the United States and Canada; and upon the consent of the railway companies, as expressed in a letter from C. P. Riddell, General Secretary of the Railway Association of Canada, dated May 17, 1932:—

*The Board orders:* That fibreboard boxes, complying with the said Container Specification 23-F and with all regulations contained in B. W. Dunn's Tariff C.R.C. No. 2 and Supplement No. 2 thereto, may be used for the carriage of explosives by railway companies in Canada subject to the jurisdiction of the Board, when such carriage is permitted by the railway companies.

C. P. FULLERTON,  
*Chief Commissioner.*

## GENERAL ORDER No. 500

WEDNESDAY, the 8th day of June, A.D. 1932.

Hon. C. P. FULLERTON, K.C., *Chief Commissioner.*S. J. McLEAN, *Asst. Chief Commissioner.*G. A. STONE, *Commissioner.*

*In the matter of the application of the Canadian Freight Association, under Section 322 of the Railway Act, for approval of proposed Supplement No. 4 to Canadian Freight Classification No. 18, on file with the Board under file No. 33365-85-10.*

Whereas notice has been given by the Canadian Freight Association in the *Canada Gazette*, as required by section 322 of the Railway Act, and copies of the said supplement furnished to the organizations named in the General Orders of the Board Nos. 271, 348, 353, 469, and 471, with the request that their objections, if any, be filed with the Board within thirty days;

Upon consideration of the said objections; and upon hearing the application at the sittings of the Board held in Ottawa on May 31, 1932, the Canadian Freight Association, the Canadian Manufacturers' Association, the Montreal Board of Trade, the R. Laidlaw Lumber Company, Bruce Lumber Company, J. R. Eaton & Sons, Limited, and the Canada Flooring Company, Montreal, being represented at the hearing, and what was alleged,—

*The Board orders:* That the said proposed Supplement No. 4 to Canadian Freight Classification No. 18, be, and it is hereby, approved, to be issued as Supplement No. 3 to the classification, subject to the following changes and additions, namely:—

Page Number	Item Number		L.C.L.	C.L.
2	24	Change to Read:— Water tube boiler parts, consisting of iron or steel headers; tubes; drums, steam, water or mud; cross boxes; nipples; boiler fronts; grate bars; stokers; hangers; fittings and fixtures for same, iron or steel, loose or in packages, straight or mixed C.L., min. wt. 24,000 lbs., subject to Rule 7.	..	5
3	24	This item to be changed to read:— Cellulose, handkerchiefs, napkins, neck strips, towels or wadding, N.O.I.B.N., in boxes, bundles or wrapped rolls.	1	..
5	41	Add the following item as No. 41:— Flood lights, in boxes or crates.	1	..
6	8	Church Furniture: The last line in item 8 to read:— K.D. flat, in boxes or crates.	2	..
6	10	Altar railings, add the following shipping condition: K.D. flat, in boxes or crates.	2	..
6	12	Eliminate Pulpits.		
6	14	The following note to be added thereto as item 15: <i>Note:</i> Includes all chairs having wooden or leather seats, but will not include chairs that are further upholstered.		
6	16	Confessional Boxes: The last line to be changed to read: K.D. flat, in boxes or crates.	2	..
6	20	Pews, the last line to be changed to read: K.D. flat, in boxes or crates.	2	..
6	21	Pulpits, in crates, O.R.B. & C. or in boxes.	1½	..
6	22	Eliminate Screens.		
6	26	Eliminate Screens.		

Page Number	Item Number		L.C.L.	C.L.
7	1	Candy or Confectionery, N.O.I.B.N., etc., the effective date of this item to be made January 1, 1933.		
9	8	Household Goods. Add the following to Note 7: "Providing the owner of the automobile is the owner of the Household Goods or Settlers' Effects."		
13	26	Change the heading to read: Tire Patching Material, including Tire Shoes.		
15	2	Welding Rods, change to read: Iron or Steel Cast. Add as Item 3: Iron or Steel, other than cast, in barrels, boxes or bundles.....	4	..
		Rule 8, paragraph (a), Item 2, page 186 of the Classification, to be amended to read: "Bill of lading, or Special Livestock Contract, as the case may be, must be signed by the shipper for each consignment before shipment is accepted for carriage. "In the case of live stock shipped from a private siding or a station, wharf or landing, where there is no duly authorized agent, the delivery to the carrier shall be deemed to be effected when the car is lifted, or if a bill of lading or special livestock contract, as the case may be, has been issued prior to the lifting of the car, then at the time of such issue."		

C. P. FULLERTON,  
*Chief Commissioner.*

### GENERAL ORDER No. 501

*In the matter of the "Standard Regulations of the Board Affecting Highway Crossings, as amended May 4, 1910"; and the General Orders of the Board numbered 40, 451 and 467, dated respectively May 4, 1909, September 21, 1927, and March 12, 1929, made herein:*

File No. 30245

TUESDAY, the 19th day of July, A.D. 1932.

Hon. C. P. FULLERTON, K.C., *Chief Commissioner.*  
S. J. McLEAN, *Asst. Chief Commissioner.*  
G. A. STONE, *Commissioner.*

Upon the report and recommendation of the Chief Engineer and the Chief Operating Officer of the Board,—

*It is ordered:* That the regulations regarding the future construction of highway crossings are and shall be as follows, namely:—

1. With each application the applicant shall send to the Secretary of the Board three sets of plans and profiles of the crossing or crossings in question—

Scale—		
Plan .....	400 feet to an inch	
Profile of railway—		
horizontal .....	400	"
vertical .....	20	"
Profile of highway—		
horizontal .....	100	"
vertical .....	20	"

First set for approval by and filing with the Board. Second and third sets to be furnished to the respective parties concerned, with a certified copy of the order approving of the same.



2. The plan and profile shall show at least one-half mile of the railway each way and 300 feet of the highway on each side of the crossing.
3. The plan shall show all obstructions to the view from any point on the highway within 100 feet of the crossing to any points on the railway within one-half mile of the said crossing.
4. The applicant shall give the municipality in which the proposed crossing lies, or the railway company whose line is proposed to be crossed, notice of the application and copies of the plan, and furnish the Board with proof of service; where it is proposed to cross a railway, service must be made on the solicitor of the railway company at the head office.
5. The road surface of level or elevated approaches, and of cuts made for approaches, to rural railway crossings over highways shall be 20 feet wide.
6. (a) A strong substantial fence, or railing, four feet six inches high with a post cap four inches by four inches, or a top board one and one-half inches by six inches, a middle board the same dimensions as the top board, and a ten inch board nailed firmly to the posts at the surface of the ground to prevent snow from blowing off the approaches, shall be constructed on each side of every approach to a rural railway crossing over a highway, where the height is five feet or more above the level of the adjacent ground—leaving always a clear road surface 20 feet in width. At the request of the party having jurisdiction over the highway, the bottom board may be dispensed with.  
(b) Where conditions require, the standard guard fence of the province in which the crossing is located may be used in lieu of the guard fence provided for in paragraph (a).
7. Unless otherwise authorized by the Board, planking, steel rails, paving of concrete or asphalt, broken stone topped with crushed rock screenings, or a good coarse gravel, shall be used on rural crossings over highways, between the rails and for a width of at least eight inches on the outer sides thereof; and, whether on a right-angled or a skew crossing, the planking, etc., shall be sufficiently long to provide a width of travelled way of at least 16 feet at the actual crossing of the rails.
8. In cities, towns, and villages, the width of all kinds of approaches to railway crossing over a highway (street or avenue), and of the planking, etc., between the rails and on the outer sides thereof, must be regulated by the position of the street and the traffic, or the anticipated traffic, thereon, but shall not be less than 20 feet wide.
9. *Cuts and fillings on highway crossings.*—Whenever a cut on the line of railway exceeds 9 feet, or a filling thereon exceeds 7 feet, at a highway or street crossing, the railway company, before proceeding with the work of construction, shall refer the matter to the Board with a full statement of the facts and circumstances, that the Board may decide as to the advisability of ordering a comparison of grades at the said crossing.
10. In special cases it may, upon application, be ordered that any existing highway crossing be constructed so as to conform to the foregoing standards and requirements.
11. Where a new line is being constructed, the highway crossings may be shown on the location plan. Where it is proposed to construct highways across line already built, separate applications must be made for each crossing.
12. Signs shall be painted white with black letters; shall generally be placed more than 15 feet from the track, with the edge of the sign as close to the travelled portion of the highway as possible; and shall be at right angles to the highway, facing approaching vehicles.
13. On straight level approaches, highway crossing signs shall be not less than five feet, nor more than six feet six inches, above the travelled portion of



the highway, the said distance to be measured to the low part of the sign, as shown on the diagram dated 1st September, 1927. Under other conditions, the same may be varied as necessary to give the best possible aspect from approaching vehicles both night and day.

14. Where there are grades and curves on the approaches, the line of sight and illumination shall be the first consideration, and highway crossing signs shall be so placed as to be readily illumined and visible from both sides of the track when users of the highway are a reasonable distance away.

And it is further ordered that the standard of paragraphs 12, 13 and 14 herein be substituted in existing work as and when replacements of crossing signs are necessary.

And it is further ordered that the said General Orders Nos. 40, 451 and 467 be, and they are hereby rescinded.

C. P. FULLERTON,  
Chief Commissioner.

### GENERAL ORDER No. 502

*In the matter of Section 274 of the Railway Act and General Order of the Board No. 40, dated May 4, 1909; and in the matter of the applications of the Canadian Pacific Railway Company and the Canadian National Railways for relief from erecting and maintaining cattle guards and wing fences at various points on their respective railways.*

File No. 455.363.

MONDAY, the 8th day of August, A.D. 1932

Hon. C. P. FULLERTON, K.C., *Chief Commissioner.*  
F. A. LABELLE, *Deputy Chief Commissioner.*  
Hon. T. C. NORRIS, *Commissioner.*  
G. A. STONE, *Commissioner.*

Upon reading what is alleged in support of the applications, the reports of its Chief Operating Officer and Chief Engineer, and its appearing to the Board that cattle guards are unnecessary in cities and towns,—

It is ordered that all railway companies subject to the jurisdiction of the Board be, and they are hereby, relieved from erecting and maintaining cattle guards at highway crossings in cities and towns.

C. P. FULLERTON,  
Chief Commissioner.

### GENERAL ORDER No. 503

*In the matter of the application of the Canadian Freight Association, under Section 322 of the Railway Act, for approval of proposed supplement to Canadian Freight Classification No. 18, amending the carload rating to bulk apples, on file with the Board under file No. 33365.85.9.*

WEDNESDAY, the 2nd day of November, A.D. 1932.

Hon. C. P. FULLERTON, K.C., *Commissioner.*  
Hon. T. C. NORRIS, *Commissioner.*

Whereas notice has been given by the Canadian Freight Association in the *Canada Gazette*, as required by section 322 of the Railway Act, and copies of

the said supplement furnished to the organizations named in the General Orders of the Board Nos. 271, 348, 353, 469, and 471, with the request that their objections, if any, be filed with the Board within thirty days;

Upon consideration of the said objections; and upon hearing the application at the sittings of the Board held at Vernon, British Columbia, June 15 and 16, 1932; at Calgary, Alberta, June 18, 1932; and at Regina, Saskatchewan, June 20, 1932, in the presence of counsel for and representatives of the Canadian Freight Association, the Canadian National and the Canadian Pacific Railway Companies, the Attorney General of British Columbia, the British Columbia Fruit Growers' Association, the British Columbia Shippers' Council, the Associated Growers of British Columbia, Limited, the Sales Service, Limited, the Independent Growers' Association, the Province of Alberta, the Alberta Tariff Council, the Calgary Board of Trade, and the Province of Saskatchewan, and what was alleged,—

*The Board orders:* That the said proposed supplement to Canadian Freight Classification No. 18 be, and it is hereby, approved, subject to Item 4 (Note 2) being changed to read: "Applies only on windfalls or culls, consigned to canning factories, evaporators, or cider mills."

C. P. FULLERTON,  
*Chief Commissioner.*

#### GENERAL ORDER No. 504

*In the matter of the General Order of the Board No. 382, dated May 11, 1923, amending paragraph 1685 of the Regulations for the Transportation of Explosives, approved by General Order No. 204, dated August 11, 1917;*

*And in the matter of the application of the Canadian National Railways for an Order further amending the said paragraph 1685 of the Regulations for the Transportation of Explosives.*

File No. 1717.59

MONDAY, the 14th day of November, A.D. 1932.

Hon. C. P. FULLERTON, K.C., *Chief Commissioner.*

S. J. McLEAN, *Assistant Chief Commissioner.*

F. A. LABELLE, *Deputy Chief Commissioner.*

Hon. T. C. NORRIS, *Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Upon reading the submissions filed in support of the application, and the report and recommendation of the Chief Operating Officer and the Assistant Chief Traffic Officer of the Board,—

*It is ordered:*

1. That the said General Order No. 382, dated May 11, 1923, be, and it is hereby, rescinded.

2. That paragraph No. 1685 of the Regulations for the Transportation of Explosives, approved by the said General Order No. 204, dated August 11, 1917, be struck out and the following substituted therefor, namely:—

"1685. (1) On lines where regular trains are operating in freight service only, cars containing explosives must not be hauled in a train that carries passengers.

"(2) Where only a mixed train service is operated, or where passengers are carried in a caboose car of a freight train—

"(a) a car containing a shipment of explosives (not exceeding 1,000 pounds) may be hauled, provided the said car be so placed in the train that not less than three freight cars are between it and the car carrying passengers, and not less than one freight car between it and the locomotive hauling the train.

"(b) A car containing a shipment of explosives exceeding 1,000 pounds may be hauled, the said car to be so placed in the train that not less than five freight cars are between it and the car carrying passengers, and not less than three freight cars between it and the locomotive hauling the train.

"(c) Provided, further, that should there be two or more cars containing explosives at any one time, a special train must be run to carry such shipments over the branch or mixed train run.

"(d) Whenever it is practicable to do so, cars containing explosives must be placed between freight cars not bearing 'ACID' or 'INFLAMMABLE' placards. Cars containing explosives must have air and hand brakes in service."

C. P. FULLERTON,  
Chief Commissioner.

### GENERAL ORDER No. 505

*In the matter of the General Order of the Board No. 119, dated January 31, 1914, requiring railway companies, inter alia, when they intend to remove a regular station agent, first to notify the local municipality or Board of Trade of the intention to apply to the Board for an Order permitting such removal, such application and notice to show the gross earnings at the station in question from passenger as well as freight traffic and express business during the previous year.*

File No. 4205.7

SATURDAY, the 3rd day of December, A.D. 1932.

Hon. C. P. FULLERTON, K.C., *Chief Commissioner.*

S. J. McLEAN, *Assistant Chief Commissioner.*

F. A. LABELLE, *Deputy Chief Commissioner.*

Hon. T. C. NORRIS, *Commissioner.*

J. A. STONEMAN, *Commissioner.*

*It is ordered:* That the said General Order No. 119, dated January 31, 1914, be amended by striking out the words, "the previous year" at the end of the first paragraph of the operative part of the order and substituting the words, "the previous three years."

C. P. FULLERTON,  
Chief Commissioner.

## GENERAL ORDER No. 506

*In the matter of the General Order of the Board No. 159, dated February 18, 1916, amending Rule 93 of the train rules designated as the "Uniform Code for Canadian Railways," approved by General Order No. 42, dated July 12, 1909, by adding thereto the words, "By night, or in foggy or stormy weather, proper lights must be placed on cars or engines obstructing main tracks within yard limits."*

File No. 4135.21

SATURDAY, the 3rd day of December, A.D. 1932.

Hon. C. P. FULLERTON, K.C., *Chief Commissioner.*S. J. McLEAN, *Assistant Chief Commissioner.*F. A. LABELLE, *Deputy Chief Commissioner.*Hon. T. C. NORRIS, *Commissioner.*J. A. STONEMAN, *Commissioner.*

Upon reading the submissions filed on behalf of the Canadian National Railways, and the report and recommendation of the Chief Operating Officer of the Board,—

*It is ordered:* That the said General Order No. 159, dated February 18, 1916, be amended by changing the last clause to read—

"By night, or in foggy or stormy weather, a red light must be placed on cars or engines obstructing main tracks within yard limits."

C. P. FULLERTON,  
*Chief Commissioner.*

## GENERAL ORDER No. 507

*In the matter of Section 345 of the Railway Act and General Order No. 399, dated May 1, 1924, providing, inter alia, the form of affidavit verifying the returns required under the Order to be filed with the Board.*

File No. 496.27

WEDNESDAY, the 21st day of December, A.D. 1932.

Hon. C. P. FULLERTON, K.C., *Chief Commissioner.*S. J. McLEAN, *Assistant Chief Commissioner.*F. A. LABELLE, *Deputy Chief Commissioner.*Hon. T. C. NORRIS, *Commissioner.*J. A. STONEMAN, *Commissioner.*G. A. STONE, *Commissioner.*

*It is ordered:* That the said General Order No. 399, dated May 1, 1924, be, and the same is hereby, amended by deleting subclauses (a) and (b) of paragraph 3 of the order, and substituting in lieu thereof the following, namely:—

"(a) That I am an officer of the said company having full knowledge of all the free or reduced transportation issued by the said company, and having the custody of, or access to, all the records of the company from which the returns of such transportation are made up under the provisions of section 345 of the Railway Act.

"(b) That I have caused records of free transportation issued by the said company to be kept in accordance with the provisions of the said section 345 of the Railway Act and the regulations and directions of the



Board of Railway Commissioners for Canada by its General Orders, and the return of such free or reduced transportation submitted herewith for the period named herein has been prepared from such records.

"(c) That to the best of my knowledge and belief all free or reduced rate transportation issued by the company is included in the return submitted herewith, and has been issued in compliance with the provisions of the Railway Act and of the Orders and Regulations of the said Board made thereunder; and that none of the same has been issued that is not authorized by law."

C. P. FULLERTON,  
*Chief Commissioner.*

### GENERAL ORDER No. 508

*In the matter of the application of Canadian Industries Limited for permission to ship by freight the explosive known as "Polar Monobel No. 7," which does not contain the anti-acid required by Section 1522 of the Regulations for the Transportation of Explosives, approved by General Order No. 204, dated August 11, 1917.*

File No. 1717.60

TUESDAY, the 27th day of December, A.D. 1932.

S. J. McLEAN, *Assistant Chief Commissioner.*

Hon. T. C. NORRIS, *Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Upon its appearing that, in the process of manufacture of "Polar Monobel No. 7," the acid is removed from the nitro-glycerine before it is utilized; and upon the consideration of what has been filed in support of the application, and the report of the Chief Inspector of Explosives, Department of Mines, the Railway Companies consenting,—

*It is ordered:* That the Regulations for the Transportation of Explosives, approved by the said General Order No. 204, dated August 11, 1917, be amended as follows, namely:—

Paragraph 1552—by adding the words—

"The above regulation does not apply to the explosive known as POLAR MONOBEL No. 7."

Paragraph 1559—by adding the words—

"When the explosive known as POLAR MONOBEL No. 7 is shipped the name must be clearly shown on each package."

Paragraph 1641—by adding at the end of the first paragraph—

"When the explosive known as POLAR MONOBEL No. 7 is shipped this name should be shown in Shipper's Certificate."

Paragraph 1652—by adding at the end of the first paragraph—

"When the explosive known as POLAR MONOBEL No. 7 is shipped this name must also be shown."

S. J. McLEAN,  
*Assistant Chief Commissioner.*

## CIRCULAR No. 231

May 18, 1932.

*Re diverting and closing of highways*

File No. 38307.

I am directed to inform you that at a meeting of the Board held on the 12th instant, it was decided that in future the municipality's by-law providing for the closing of the highway must be filed, unless arbitrarily withheld, before the Board exercises its powers to divert and close a highway.

By order of the Board.

A. D. CARTWRIGHT,

*Secretary, B.R.C.*

## CIRCULAR No. 232

May 19, 1932.

*Uniform Rules re Visual Acuity, etc.*

File No. 1750.17.

Referring to the Board's judgment in the matter of applications under sections 33 and 287 of the Railway Act for an order amending General Order of the Board No. 449, dated September 8, 1927, and uniform rules governing the determination of visual acuity, colour perception, and hearing of railway employees, it is pointed out that the said judgment sets out "the field test may be allowed on the basis of combined vision." That a question has arisen as to whether this should not explicitly set out that in this test each eye should be tested separately and then the combined vision also tested. That it is submitted that unless one knows what the man can see on the field with each individual eye, the committee which examined him would have very little to go on in deciding the class of service to which he should be assigned. On consideration, it appears to the Board that the point is well taken and that the field test should be with each eye separately, and also with combined vision.

By order of the Board.

A. D. CARTWRIGHT,

*Secretary, B.R.C.*

## CIRCULAR No. 233

June 6, 1932.

*Re diverting and closing of highways*

File No. 38307.

I am directed by the Board to inform you that Circular No. 231, dated May 18, 1932, is hereby cancelled.

In substitution thereof I am directed to inform you that, in future, except in the case of diversions, the Board will make no order, authorizing the closing of public crossings, unless, and until, the municipality have passed a by-law approving of same.

By order of the Board.

A. D. CARTWRIGHT,

*Secretary, B.R.C.*



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Canada Railway Commission  
The Annual Report

71  
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DOMINION OF CANADA

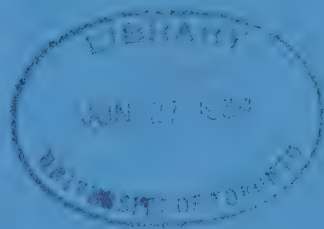
# TWENTY-NINTH REPORT

OF THE

## BOARD OF RAILWAY COMMISSIONERS FOR CANADA

FOR THE YEAR ENDED DECEMBER 31

1933



OTTAWA  
J. O. PATENAUDE  
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1934

Price, 25 cents.





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## THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA, 1933

HON. C. P. FULLERTON, K.C., *Chief Commissioner.*

S. J. McLEAN, M.A., LL.B., Ph.D., *Assistant Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

HON. T. C. NORRIS, *Commissioner*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

A. D. CARTWRIGHT,  
*Secretary.*

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# REPORT OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA

*To the Governor in Council:*

Pursuant to the provisions of section 31 of the Railway Act, 1919, the Board of Railway Commissioners for Canada has the honour to submit its Twenty-ninth Report for the year ended December 31, 1933.

Since the publication of the last report the following amendment has been made to the Railway Act, 1919:—

## 23-24 GEORGE V

### CHAP. 47

An Act to amend the Railway Act

*[Assented to 23rd May, 1933.]*

**H**IS Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

The *Railway Act*, chapter one hundred and seventy of the Revised Statutes of Canada, 1927, is amended as follows:—

R.S., c. 170.  
1928, c. 43;  
1929, c. 54;  
1930, c. 36.

1. By inserting the following section immediately after section one hundred and sixty-five:—

“165A. The Company may abandon the operation of any line of railway with the approval of the Board, and no company shall abandon the operation of any line of railway without such approval.”

Abandon-  
ment of  
operation

## PUBLIC SITTINGS OF THE BOARD

During the year covered by the period from January 1, 1933, to December 31, 1933, the Board held 30 public sittings at which 64 applications were heard. The number of public sittings held in the various provinces were as follows:

Provinces	Number
Ontario.....	23
Quebec.....	3
Manitoba.....	1
Saskatchewan.....	1
Alberta.....	1
British Columbia.....	1
Nova Scotia.....	0
New Brunswick.....	0
Prince Edward Island.....	0
Total.....	30

The applications include a great variety of matters falling within the jurisdiction of the Board under the Railway Act, varying from a complaint of a private individual to weightier matters of general public interest affecting the community as a whole.

## FORMAL AND INFORMAL MATTERS

The number of informal matters dealt with by the Board, as distinguished from matters heard at public sittings, constitute a considerable percentage of the total applications and complaints dealt with by it; that is to say, of a total of

2,013 applications and complaints received and dealt with by the Board, 96·8 per cent were disposed of without the necessity of such formal hearing. These informal complaints, dealt with and settled without the necessity of hearing, entail in many instances a considerable amount of inquiry and consideration on the part of the Board's officials, and cover a wide range of subjects, as, for example, a complaint of a more or less trivial nature to a matter of general public interest affecting the community as a whole, or involving the application of some general principle regarding the railway rates.

### RAILWAY GRADE CROSSING FUND

In accordance with the provisions of subsection (5) of section 262 of the Railway Act, 1909, provision was made that the sum of \$200,000 each year, for ten consecutive years from the 1st day of April, 1909, be appropriated and set apart from the consolidated revenue fund for the purpose of aiding actual construction work for the protection, safety and convenience of the public in respect of highway crossings of railways at rail level in existence on the 1st day of April, 1909, the said sums to be placed to the credit of a special account to be known as "The Railway Grade Crossing Fund," to be applied by the Board, subject to certain limitations set out in the Act, and amending Acts, solely towards the cost (not including that of maintenance and operation) of actual construction work for the purpose specified. In 1919 the same sum was voted for another ten years and again in 1929.

In 1928, the Railway Act was amended by chapter 43, 18-19 George V, and provision was made that in the case of any one crossing the total amount of money to be applied by the Board out of the Railway Grade Crossing Fund, in providing protection, safety and convenience for the public, shall be 40 per cent of the cost of the actual construction work, and in no case shall the contribution exceed \$100,000.

Provision is also made that in case any province contributes towards the Railway Grade Crossing Fund, the Board may apportion, direct and order payment out of the amount so contributed by such province for the purpose of said fund, subject to any conditions and restrictions made and imposed by such province in respect of its contribution.

From the 1st day of April, 1909, to the 31st day of December, 1933, the Board ordered contributions from the Railway Grade Crossing Fund towards the protection of 1,416 crossings, as follows:—

By automatic interlocking plants.....	14
Closing crossings.....	178
Crossings eliminated.....	96
Diversion and overhead bridge.....	7
Diversion and subway.....	4
Diversion to subway.....	4
Electric bell.....	203
Electric bell and flashlight.....	2
Electric bell and wigwag.....	438
Electric bell and wigwag and removing obstructions to view.....	7
Easing curve on approach to bridge.....	1
Gates.....	125
Gates, automatic.....	3
Gates, electric.....	1
Gates and half interlocker.....	1
Grade reduction on crossing approaches.....	6
Footbridge.....	1
Lengthening ringing circuit of bells.....	2
Lightning flash signals.....	50
Overhead bridges.....	90
Removing obstructions to view and reducing grade.....	6
Shelter (watchman).....	1
Subways.....	112
Tower (watchman).....	3
Tunnel.....	1
Wigwags.....	7

There were 225 highway diversions constructed which made it possible to close 178 crossings, and eliminate traffic from 96 crossings.

During the year 1933, protection was provided at 10 crossings, as follows:—

By closing crossings.....	1
Electric bell and wigwag.....	8
Improvements to view.....	1

There was one highway diversion constructed during the year 1933, which made it possible to close one crossing.

During the year \$429,977.08 was paid out of the Railway Grade Crossing Fund.

## GENERAL DECISIONS AND RULINGS OF THE BOARD

The general decisions and rulings of the Board appear in the Semi-monthly Bulletin of the Board published through the King's Printer; and the principal decisions will also be found in the Canadian Railway Cases for the current year.

## APPEALS FROM RULINGS OF BOARD

There were two cases carried to the Supreme Court during the year, namely:—

1. City of Windsor, Ont., from Order 50037 dated January 26, 1933, in the matter of bridge over Canadian National Railways on Sandwich street in the town of Walkerville, Ontario. Jurisdiction.—Dismissed.

2. Canadian Pacific Railway Company vs. Canadian National Railways against Order 50139 dated July 12, 1933, in the matter of an agreement dated January 29, 1929. Question of law.—Dismissed.

There was one case carried in appeal to the Governor General in Council during the year, namely:—

1. Employees of the Michigan Central Railway Company (N.Y.C. RR., lessee) at Montrose, Ontario, and others, from Board's Judgment dated July 20, 1932, and Order 48890 dated July 22, 1932, in the matter of alleged abandonment of the Montrose yards.—Dismissed.

## ORDERS, GENERAL ORDERS AND CIRCULARS

The total number of orders issued for the year ended December 31, 1933, was 1,312. The number of general circulars issued by the Board, directed to all the railway companies subject to its jurisdiction, was 3. The general orders as distinguished from other orders of the Board are those affecting all railway companies subject to its jurisdiction, and are 15 in number for the year.

The general orders and circulars issued by the Board during the year ended December 31, 1933, will be found compiled under appendix "F" of this report.

## APPLICATIONS TO THE BOARD

The total number of applications, including informal complaints, made to the Board for the year ended December 31, 1933, was 2,013.



## TRAFFIC DEPARTMENT OF THE BOARD

In the Traffic Department of the Board the number of tariffs received and filed for the year ended December 31, 1933, was as follows:—

Freight tariffs, including supplements.....	29,371
Passenger tariffs, including supplements.....	7,983
Express tariffs, including supplements.....	3,661
Telephone tariffs, including supplements.....	528
Sleeping and parlour car tariffs, including supplements.....	31
Telegraph tariffs and supplements.....	5
Bridge tolls, including supplements.....	7
	<hr/> 41,586

The total number of tariffs filed from February 1, 1904, to December 31, 1933, was 1,734,582.

The details of the tariffs will be found under appendix "A" to this report.

## ENGINEERING DEPARTMENT OF THE BOARD

In the Engineering Department of the Board a large number of inspections were made covering the whole Dominion. These inspections for the year ended December 31, 1933, number 180, and cover inspections for the opening of a railway for the carriage of traffic, inspections of culverts, highway crossings, cattle guards, road crossings, bridges, subways and general inspections falling within the scope of the work of the Engineering Department.

Under appendix "B" will be found report of the Chief Engineer.

## OPERATING DEPARTMENT OF THE BOARD

Under the work of this department is included the inspection of locomotive boilers and their appurtenances, the inspection of safety appliances on cars and locomotives, the investigations into accidents causing personal injury or loss of life, the reporting on the locations of stations, matters of protection at highway crossings, and train and station services performed by the railway companies.

Under appendix "C" will be found report of the Chief Operating Officer of the department.

## ACCIDENTS AND ACCIDENT INVESTIGATIONS

On reference to the report of the Board's Chief Operating Officer, it will be seen that accidents to the number of 1,991, covering 256 persons killed and 2,037 persons injured, were reported to the Board during the year ended December 31, 1933, as compared with 2,041 accidents reported for the year 1932, covering 288 persons killed and 2,032 persons injured.

The figures given show:—

(1) Five passengers killed during the year 1932, and five passengers killed during the year 1933. The number of passengers injured was 231 as compared with 244 in 1933, an increase of 13.

(2) Fifty-three employees killed in 1932 and 44 in 1933, a decrease of 9. The number of employees injured was 1,258 in 1932, as compared with 1,272 in 1933, an increase of 14.

(3) Two hundred and thirty others killed in 1932 and 207 in 1933, a decrease of 23. The number of others injured was 543 in 1932, as compared with 521 in 1933, a decrease of 22.

It is pointed out that out of the 207 others killed 118, or 57 per cent, were trespassers, and that out of the 521 others injured 175, or 33 per cent, were trespassers.

It will be noted that of what may be termed preventable loss there were 118 killed under the heading "trespassers," and 175 injured. This is a decrease of 7 in the number of killed and a decrease of 16 in the number of injured, as compared with the year 1932.

The following table shows the total, by provinces, as regards trespassers killed and injured for the year ended December 31, 1933:—

Province	Killed	Injured
Prince Edward Island.....	.....	.....
Nova Scotia.....	11	3
New Brunswick.....	3	5
Quebec.....	16	30
Ontario.....	49	64
Manitoba.....	9	14
Saskatchewan.....	9	16
Alberta.....	12	18
British Columbia.....	9	25
Totals.....	118	175

Attention is again directed to statement No. 15 setting out in detail the situation as regards highway crossing accidents during the past five years. It will be observed therefrom that there has been a total of 1,532 accidents, covering 525 persons killed and 2,002 injured.

Crossings protected by gates accounted for 19 persons killed and 76 injured. Crossings protected by bell accounted for 83 killed and 210 injured. Crossings protected by lightning flash signal accounted for 9 killed and 9 injured. Crossings protected by watchman accounted for 10 killed and 32 injured. Crossings unprotected accounted for 404 killed and 1,675 injured.

There have been 279 accidents at protected crossings, covering 121 persons killed and 327 injured, and at unprotected crossings there have been 1,253 accidents, covering 404 persons killed and 1,675 injured.

During the year 1933 there were 218 highway crossing accidents investigated, of which 34 occurred at protected crossings, leaving unprotected crossings to account for 184 accidents.

Automobile accidents totalled 186, divided as follows:—

At crossings protected by gates.....	5
At crossings protected by watchman.....	3
At crossings protected by bell.....	14
At crossings protected by lightning flash signal.....	—
At crossings unprotected.....	164

Horse and rig accidents numbered 12, made up as follows:—

Gates.....	—
Watchman.....	—
Bell.....	—
Unprotected.....	12

Pedestrian accidents numbered 18, as follows:—

Gates.....	4
Watchman.....	—
Bell.....	7
Unprotected.....	6
Lightning flash signal.....	1

Motorcycle accidents numbered 1, as follows:—

Bell protection.....	—
Unprotected crossing.....	1

Snowmobile accidents numbered 1, as follows:—

Unprotected crossing.....	1
---------------------------	---

During the year 1933 there were 220 accidents at highway crossings reported to the Board, covering 75 persons killed and 288 injured, as compared with 254 accidents in 1932, covering 96 persons killed and 293 injured.

Full particulars of passengers and employees killed and injured, and other general information in regard to trespassers killed and injured, accidents at protected and unprotected crossings, etc., will be found under appendix "G."

## RAILWAY FIRE PREVENTION

The report of the Board's Operating Department indicates that a total of 232 fires attributed to railways occurred on 14,114 miles of line classified as running through forested territory.

Of this total, 69 fires burned over less than one-fourth acre each; 126 fires burned over an area of one-fourth acre to ten acres each, and 37 fires burned over an area of more than 10 acres each.

The total area burned over was 23,043 acres, with damage to young forest growth, standing timber, forest products and other property estimated at \$35,204. Of this amount, the value of standing timber and young forest growth is estimated at \$16,544.

In accordance with the requirements issued under General Order No. 362, the railways maintained some form of special patrol on 7,686 miles of line, necessitating the special attention to fire patrol of a total of approximately 1,065 fire patrolmen.

In accordance with the Board's Fire Guard Requirements, the railways constructed or maintained 5,584 miles of fire guards, in uncultivated lands, in non-forested sections of the Prairie Provinces.

For details see statements Nos. 23, 24, and 25.

## OBITUARY

It is with deep regret that the Board records the death of its former Deputy Chief Commissioner, Mr. F. A. Labelle, who passed away, after a brief illness, on July 26, 1933.

Mr. Labelle was appointed Deputy Chief Commissioner to the Board on December 16, 1931, and during his short tenure of office, by his kindly and genial disposition, had made himself much appreciated by his colleagues as well as by all those who came in contact with him in connection with the discharge of his duties.

The vacancy created by his death was filled by the appointment of Mr. F. N. Garceau, K.C., on September 16, 1933.

## ROUTINE WORK OF THE BOARD

### RECORD DEPARTMENT

Below is given a table setting forth the number of applications, filings and letters received during the year ended December 31, 1933, together with the number of orders issued:—

Number of applications made.....	2,013
Number of filings received during the year.....	29,954
Number of outgoing letters during the year.....	22,416
Number of orders issued during the year.....	1,312

## APPENDIX "A"

REPORT OF THE CHIEF TRAFFIC OFFICER OF THE BOARD, FOR  
THE YEAR ENDED DECEMBER 31, 1933

DEAR SIR,—I submit, for the Board's Twenty-ninth Report, information regarding work of the Traffic Department.

The number of Freight, Passenger, Express, Telephone, Telegraph, Sleeping and Parlour Car, and Bridge Toll Schedules filed with the Board was as follows:—

FROM NOVEMBER 1, 1904, TO AND INCLUDING DECEMBER 31, 1932

<i>Freight—</i>			
Local tariffs.....	21,065		
Supplements.....	43,814		
		64,879	
Joint tariffs.....	47,119		
Supplements.....	204,068		
		251,187	
International tariffs.....	183,143		
Supplements.....	726,420		
		909,563	
			1,225,629
<i>Passenger—</i>			
Local tariffs.....	20,689		
Supplements.....	29,333		
		50,022	
Joint tariffs.....	21,451		
Supplements.....	42,518		
		63,969	
International tariffs.....	42,848		
Supplements.....	110,769		
		153,617	
			267,608
<i>Express—</i>			
Local tariffs.....	7,597		
Supplements.....	59,676		
		67,273	
Joint tariffs.....	8,127		
Supplements.....	34,464		
		42,591	
International tariffs.....	7,857		
Supplements.....	17,648		
		25,505	
			135,369
<i>Telephone—</i>			
Local tariffs.....	4,169		
Supplements.....	2,702		
		6,871	
Joint tariffs.....	3,953		
Supplements.....	39,590		
		43,543	
International tariffs.....	429		
Supplements.....	9,719		
		10,148	
			60,562
<i>Telegraph—</i>			
Tariffs.....	218		
Supplements.....	295		
		513	
			513
<i>Sleeping and Parlour Car—</i>			
Local tariffs.....	250		
Supplements.....	379		
		629	
Joint tariffs.....	336		
Supplements.....	580		
		916	
International tariffs.....	428		
Supplements.....	1,308		
		1,736	
			3,281
<i>Bridge Tolls—</i>			
Local tariffs.....	3		
Supplements.....	0		
		3	
Joint tariffs.....	0		
Supplements.....	0		
		0	
International tariffs.....	23		
Supplements.....	8		
		31	
			34
Combined totals all schedules.....			1,692,996



## RAILWAY COMMISSIONERS FOR CANADA

FROM JANUARY 1, 1933, TO AND INCLUDING DECEMBER 31, 1933

*Freight—*

Local tariffs.....	315		
Supplements.....	779	1,094	
Joint tariffs.....	358		
Supplements.....	3,339	3,697	
International tariffs.....	841		
Supplements.....	23,739	24,580	29,371

*Passenger—*

Local tariffs.....	368		
Supplements.....	544	912	
Joint tariffs.....	247		
Supplements.....	1,484	1,731	
International tariffs.....	353		
Supplements.....	4,987	5,340	7,983

*Express—*

Local tariffs.....	516		
Supplements.....	1,231	1,747	
Joint tariffs.....	302		
Supplements.....	1,241	1,543	
International tariffs.....	48		
Supplements.....	323	371	3,661

*Telephone—*

Local tariffs.....	7		
Supplements.....	2	9	
Joint tariffs.....	1		
Supplements.....	518	519	
International tariffs.....	0		
Supplements.....	0	0	528

*Telegraph—*

Tariffs.....	0		
Supplements.....	5	5	5

*Sleeping and Parlour Car—*

Local tariffs.....	1		
Supplements.....	9	10	
Joint tariffs.....	1		
Supplements.....	7	8	
International tariffs.....	2		
Supplements.....	11	13	31

*Bridge Tolls—*

Local tariffs.....	0		
Supplements.....	0	0	
Joint tariffs.....	0		
Supplements.....	0	0	
International tariffs.....	6		
Supplements.....	1	7	7

Combined totals all schedules..... 41,586  
Grand total..... 1,734,582

## MARITIME ACCOUNTS

The information given below, regarding the work in connection with settlement of accounts under the Maritime Freight Rates Act, covers the period July, 1932, to June, 1933, inclusive.

During this period there were filed 17,009 abstract sheets, with an average of 74 rates per sheet. There were, therefor, 1,258,666 rates and 629,333 extensions checked, and 17,009 columns of figures added.

As a result of this check, it was necessary to issue 7,194 corrections, an average of 600 per month.

The total additions to the accounts amounted to \$1,618.33, and the total deductions \$34,798.96.

The total amount claimed by railway companies was \$508,723.46, and the amount allowed was \$475,542.83, or a net deduction of \$33,180.63.

The number of outgoing letters in connection with the administration of the Act, July 1, 1932, to June 30, 1933, was as follows:—

Railways.....	686
Board.....	43
Others.....	10

During this period 71 orders were issued approving tariffs or rates, and certifying to the normal tolls.

The number of communications to railways, express, telephone and telegraph companies in connection with complaints, proper interpretation of tariffs, or classification and filing of same, also in connection with powers of attorney, concurrences, etc., was 2,069. Communications to others numbered 1,585, or a total of 3,654.

## APPENDIX "B"

REPORT OF THE CHIEF ENGINEER OF THE BOARD FOR THE YEAR  
ENDED DECEMBER 31, 1933

OTTAWA, January 26, 1934.

A. D. CARTWRIGHT, Esq.,  
Secretary, Board of Railway Commissioners for Canada,  
Ottawa, Ont.

SIR.—I have the honour to submit herewith synopsis of my annual report as to the work of the Engineering Department of the Board during the year 1933.

Yours truly,

T. L. SIMMONS,  
*Chief Engineer.*

## RAILWAY GRADE CROSSING FUND

In accordance with the provisions of subsection (5) of section 262 of the Railway Act, 1909, provision was made that the sum of \$200,000 each year, for ten consecutive years from the 1st day of April, 1909, be appropriated and set apart from the consolidated revenue fund for the purpose of aiding actual construction work for the protection, safety and convenience of the public in respect of highway crossings of railways at rail level, in existence on the 1st day of April, 1909, the said sums to be placed to the credit of a special account to be known as "The Railway Grade Crossing Fund," to be applied by the Board, subject to certain limitations set out in the Act, and amending Acts, solely towards the cost (not including that of maintenance and operation) of actual construction work for the purpose specified. In 1919, the same sum was voted for another ten years and again in 1929.

In 1928, the Railway Act was amended by chapter 43, 18-19 George V, and provision was made that in the case of any one crossing the total amount of money to be applied by the Board out of the Railway Grade Crossing Fund, in providing protection, safety and convenience for the public, shall be 40 per cent of the cost of the actual construction work, and in no case shall the contribution exceed \$100,000.

Provision is also made that in case any province contributes towards the Railway Grade Crossing Fund, the Board may apportion, direct and order payment out of the amount so contributed by such province for the purpose of said fund, subject to any conditions and restrictions made and imposed by such province in respect of its contribution.

From the 1st day of April, 1909, to the 31st day of December, 1933, the Board ordered contributions from the Railway Grade Crossing Fund towards the protection of 1,416 crossings, as follows:—

By automatic interlocking plants.....	14
Closing crossings.....	178
Crossings eliminated.....	96
Diversion and overhead bridge.....	7
Diversion and subway.....	4
Diversion to subway.....	4
Electric bell.....	203
Electric bell and flashlight.....	2
Electric bell and wigwag.....	438

Electric bell and wigwag and removing obstructions to view.....	7
Easing curve on approach to bridge.....	1
Gates.....	125
Gates automatic.....	3
Gates-electric.....	1
Gates and half interlocker.....	1
Grade reduction on crossing approaches.....	6
Footbridge.....	1
Lengthening ringing circuit of bells.....	2
Lightning flash signals.....	50
Overhead bridges.....	90
Removing obstructions to view and reducing grade.....	6
Shelter (Watchman).....	1
Subways.....	112
Tower (Watchman).....	3
Tunnel.....	1
Wigwags.....	7

There were 225 highway diversions constructed which made it possible to close 178 crossings, and eliminate traffic from 96 crossings.

During the year 1933, protection was provided at ten crossings, as follows:—

By closing crossings.....	1
Electric bell and wigwag.....	8
Improvements to view.....	1

There was one highway diversion constructed during the year 1933, which made it possible to close one crossing.

During the year, \$429,977.08 was paid out of the Railway Grade Crossing Fund.



GENERAL STATEMENT SHOWING NUMBER OF INDUSTRIAL SIDINGS, BRIDGES, CROSSINGS, DIVERSIONS, BELLS AND WIGWAGS INSTALLED DURING THE YEAR ENDED DECEMBER 31, 1933

Province	Exempt Cattle Guards	Highway Crossing (Crossing)	Highway Crossing Closed	Highway Crossing Diverted	Highway Under- Crossing	Highway Gr. Overhead Crossing	Indus- trial Spurs	Electric Bells	Wigwags	Bells and Wigwags	Gates	Bridges
British Columbia		8	1	2			7					4
Alberta	50	21	9	6			12					4
Saskatchewan	404	9	23	4			5					1
Manitoba	11	5		2			1					1
Ontario	1,726	42	5	2	1	2	8			41		5
Quebec	825	23	5	1		2	2	15		3	4	
New Brunswick	487							6	1		4	
Nova Scotia	71							10	1	2	4	
Prince Edward Island	107	1	1	1				4				
Total	3,681	109	44	18	1	4	35	35	6	46	12	15

## APPENDIX "C"

REPORT OF THE CHIEF OPERATING OFFICER OF THE BOARD  
FOR THE YEAR ENDED DECEMBER 31, 1933

February 13, 1934.

A. D. CARTWRIGHT, Esq.,

Secretary, Board of Railway Commissioners.

DEAR SIR,—In compliance with section 31 of the Railway Act of 1919, the annual report of the Chief Operating Officer covering the work of the Operating Department of the Board during the year ended December 31, 1933, is respectfully submitted.

REPORTING AND INVESTIGATING ACCIDENTS ATTENDED BY PERSONAL INJURY OR  
/ LOSS OF LIFE

One thousand nine hundred and ninety-one (1,991) accidents were reported during the year to the Board by the various railway companies subject to its jurisdiction, involving 2,293 casualties, of which number 256 persons were killed and 2,037 persons injured. See statements Nos. 1, 3, and 4 for particulars.

The comparative statements, Nos. 2, 5, and 6 herewith, of killed and injured show a decrease of 32 persons killed and an increase of 5 injured.

Of the total 1,991 accidents so reported, 879 were investigated, covering 140 persons killed and 1,021 persons injured. Detailed statements Nos. 7, 8, 9, and 10 cover the investigations with respect to collisions, derailments, accidents at highway crossings and accidents to employees while working on or under engines. These four statements show a total of 309 investigations, covering 89 persons killed and 426 persons injured. The remainder, 570 investigations, cover 51 persons killed and 595 injured, and are spread over accidents covered by the various headings referred to in statements Nos. 3, 4, and 5.

It will be observed that out of a total of 1,991 accidents involving 2,293 casualties during the year there were 118 trespassers killed and 175 injured. In this connection reference is made to statement No. 16, showing by railways and provinces the number of killed and injured.

The matter of highway crossing accidents, protection provided, etc., is dealt with by detailed statements Nos. 3, 4, 5, 9, 11, 12, 13, 14, and 15.

## INSPECTION OF SAFETY APPLIANCES AND CAR EQUIPMENT

The work coming within this category is largely carried on under the provisions of section 298 of the Railway Act and the Board's General Orders Nos. 102, 128, 261, 270, 356, 458, and 461. A total of 64,506 cars, other than passenger equipment, were inspected. Reference to the work performed by the department in this connection will be found in detailed statements Nos. 19, 20, 21-A and 21-B. The inspection of 64,506 cars, it will be readily understood, entails considerable time and labour, both on the ground and in the office at headquarters, where the work of recording, checking, and filing of the numerous reports is carried on and subsequent correspondence with the railway companies, with a view to having the defects so reported remedied as promptly as possible in the interests of those employees engaged in train operation. The inspection of 64,506 cars, above referred to, revealed 2,859 defective cars (4.43 per cent), with defects totalling 3,220.

Passenger coaches inspected amounted to 3,379, of which number 88 were found with defects.

## RAILWAY COMMISSIONERS FOR CANADA

## INSPECTION OF MOTIVE POWER

This division of the work is carried on under sections 298, 299, 200 and 201 of the Railway Act, and the Board's General Orders Nos. 12, 31, 66, 102, 131, 199, 226, 289, 293, 352, 385, 402, 404, 412, 415, 424, 434, 436, 463, 473, 480, 486, and 501. A total of 10,100 locomotives were inspected during the year, the total number of defective engines being 346 (3 per cent), with defects numbering 436. For details see statement No. 22.

Under the provisions of rule 5 of the instructions for inspection and testing of locomotive boilers, 221 applications were received from railway companies asking for extension of time in connection with the removal of flues, all of which required an internal examination of the locomotive boilers involved in various parts of the country. One hundred and seventy-seven (177) applications were granted the full period of time asked for, 13 less than the time asked for, 13 refused, 13 withdrawn, and 5 applications pending.

Under General Order No. 473, the so-called locomotive boiler inspection order, 66,867 report forms of monthly and annual inspections, tests, etc., were filed by railway companies with the department during the year, covering 5,505 locomotives.

## INSPECTION OF STATIONARY BOILERS

This feature is dealt with under General Orders Nos. 330 and 416. During the year 843 boilers and appurtenances were inspected and reported upon, as well as the condition of the boiler-house. Defects in two boilers were reported.

## STATIONARY BOILER REPORTS

Pursuant to General Order No. 330, the so-called stationary boiler inspection order, 4,556 report forms of semi-annual and annual inspections were filed during the year, covering 2,129 stationary boilers. The checking and recording of the above-mentioned locomotive and stationary boiler reports, together with the necessary correspondence in connection therewith, naturally creates an extensive line of work.

## INSPECTION OF PASSENGER EQUIPMENT: STATION BUILDINGS AND PREMISES

This work comprises features of safety, cleanliness, lighting, accommodation, etc. A large number of matters have been brought to the attention of the proper officials with beneficial results.

## APPLICATIONS AND COMPLAINTS RE TRAIN AND STATION SERVICES:

HIGHWAY CROSSING PROTECTION, STATION LOCATIONS,  
STATION AGENTS, CAR SUPPLY, ETC.

The work under this heading covers a wide range of subjects and entails in many instances a considerable amount of inquiry and research. During the year complaints and applications numbering 1,290 were inquired into and reported upon. Particular attention is called to the subject of reduction of passenger train services. Numerous applications and communications were received and dealt with. This involved a large amount of detailed inquiry and study, due to the many and intricate services affected in all parts of the country, to provide train service that would meet the varying situations as adequately as possible under existing conditions, and at the same time offset the steady decline of railway revenues.

## RAILWAY FIRE PREVENTION

This feature of the work is carried on under the provisions of the Board's General Order No. 362 and the requirements prescribed therein; also sections 280 and 281 of the Railway Act.



## FIRE STATISTICS

Railways subject to the Board's jurisdiction throughout Canada are reported as having caused 232 fires in territory classified as forested. These fires burned over a total of 23,043 acres, with forest and other property loss valued at \$35,204. Of this area, 3,830 acres was young forest growth, 1,590 acres merchantable timber, and 5,547 acres slashing or old burn not restocking, while 12,076 acres were non-forest land. The area of forest land burned over was thus 10,967 acres, or 47.59 per cent of the total. The valuation of young forest and standing timber destroyed is \$16,544, or 46.99 per cent of the total damage; forest products consisting of poles, ties and cordwood to the value of \$77, or 0.22 per cent, and improved property in some form, valued at \$18,583, or 52.79 per cent of the total, were also destroyed. Of the 232 fires attributed to the railways, 29.74 per cent were incipient, 54.31 per cent covered between one-fourth and ten acres each, while 15.95 per cent attained a size over ten acres each.

Detail statistics by railways and provinces are shown in the accompanying statements, Nos. 23, 24 and 25, showing the distribution of fires attributed to railways, as between locomotives and employees. The former includes fires attributed to stacks or ash pans of locomotives or other portable boilers. The employee fires are mostly cases where fires escaped from section forces burning right of way or old ties. Fires attributed to locomotives comprise 70.26 per cent of the total number of railway fires, and these burned 95.63 per cent of the total area, causing 95.28 per cent of the estimated total loss in money value of forest and other property destroyed by railway fires. Employee fires account for 29.74 per cent of the number, 4.37 per cent of the area, and 4.72 per cent of the money value of damage done.

One hundred and seventy (170) fires, originating within 300 feet of track in forested territory are attributed to known causes other than the railway. Of these, 112 are charged to campers and travellers, 32 to settlers, and 26 to other known causes; 67 were incipient, 82 burned one-fourth acre to ten acres each, and 21 burned more than ten acres each. These fires burned over 203 acres of young forest growth, 222 acres of merchantable timber, 2,321 acres of slash or old burn not restocking and 946 acres of non-forest land, with total damage to forest and other property estimated at \$89,687.

Fires of unknown origin originating within 300 feet of track total 37, burning over 346 acres, with forest and other property loss valued at \$97. Of this the forest valuation accounts for \$72.

Thus, all fires reported as having originated within 300 feet of track in forested territory due to all causes, total 439, burning an area of 27,081 acres of forest and non-forest land, with total estimated damage of \$124,988.

## RAILWAY FIRE PATROLS

The total railway mileage of the Dominion subject to the Board's jurisdiction was estimated during 1933 as approximately 41,800 miles, of which 14,114 or 34.17 per cent is classified as running through forested territory. Of this, special patrol by selected members of section crews was prescribed during 1933 on 6,800 miles; patrol by special men on velocipedes on 125 miles; on power speeders, 760 miles. There was thus a total of 7,685 miles of line on which some form of special patrol by railway forces was prescribed for periods of fire danger. It is estimated this patrol service required the special attention to fire patrol of 1,026 selected members of section crews, averaging one man to each .63 miles of track; 11 velocipede and 28 power speeder patrolmen; a total of .065 fire patrolmen on all lines. On 6,429 miles of railway in forested territory where the fire hazard is not extreme, fire patrol is not prescribed, the detection,



reporting and extinguishing of fires being made a part of the regular duties of the section forces and other employees, in accordance with instructions issued by the railway managements.

#### RIGHT OF WAY CLEARING

During the past season 5,375 miles of railway rights of way were inspected and reported upon as to compliance by the railways with sections 279 and 280 of the Railway Act, 1919, and Regulation 11 of General Order No. 362. This work covered 28 subdivisions on Canadian National lines; fourteen subdivisions on Canadian Pacific lines; two subdivisions on Northern Alberta Railways; two subdivisions on the Algoma Central and Hudson Bay Railway; one subdivision on the Nipissing Central Railway; one subdivision on the Temiscouata Railway, four subdivisions on the Dominion Atlantic Railway and one subdivision on the Sydney and Louisburg Railway, a total of fifty-three subdivisions, a special report being filed in each case.

#### FIREGUARD REQUIREMENTS

In accordance with the fireguard requirements, 5,584.20 miles of fireguards were constructed or maintained in uncultivated lands (fenced grazing and wild lands) in non-forested sections of the Prairie Provinces.

#### FIRE GUARDS, 1933

Railway	Mileage, both sides of track to be accounted for, exclusive of approved exemptions	Mileage constructed or maintained during year	Per cent completion
Canadian Pacific Railway.....	3,814.86	3,519.00	92.24
Canadian National Railways.....	3,308.80	2,042.00	61.71
Northern Alberta Railways.....	16.77	1.20	7.15
Great Northern Railway.....	22.00	22.00	100.00
	7,162.43	5,584.20	77.97

During the past season, under clauses 5 and 6, section D, of the Fireguard Requirements, a total of 30 fireguard exemption charts covering 2,423 track miles in the Prairie Provinces were passed upon. This work necessitated 29 inspections on the ground involving 2,345 miles of travel.

Sixty-one (61) inspections were also made of lines in the Prairie Provinces covering a total of 3,611 miles as to the construction and maintenance of fireguards and disposal of weed and grass growth on rights of way.

In conclusion it might be stated that in order to accomplish the work briefly outlined in the foregoing, it has necessitated the travelling of 308,775 miles by the staff of this department.

Respectfully submitted,

GEORGE SPENCER,

*Chief Operating Officer.*

No. 1.—STATEMENT showing number of passengers, employees and others killed and injured on railways under the Board's jurisdiction, for year ended December 31, 1933.

Name of Railway	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Canadian National.....	5	135	22	789	101	261	128	1,185
Canadian Pacific.....		100	18	461	88	191	106	752
White Pass & Yukon.....			1				1	
London & Port Stanley.....						1		1
Hull Electric.....					1		1	
Quebec Rly. Light & Power Co....					1	1	1	1
Algoma Central & Hudson Bay....						1		1
British Columbia Electric.....						1		1
Napierville Junction.....		1		1		1		3
Sydney & Louisburg.....					1	2	1	2
Esquimalt & Nanaimo.....		1		3				4
Great Northern.....		1			2	2	2	3
Grand River.....						7		7
New York Central.....		1			2	4	2	5
Pemiscouata.....				1	1		1	1
Quebec Central.....				2		2		4
Northern Alberta.....				1		2		3
Pere Marquette.....				1	4	8	4	9
Lake Erie & Northern.....						4		4
Toronto, Hamilton & Buffalo.....		1		5		10		16
Dominion Atlantic.....		1		1	2	8	2	10
Niagara, St. Catharines & Toronto.....						5		5
Montreal & Southern Counties.....						6		6
Michigan Central.....		3	3	7	4	4	7	14
	5	244	44	1,272	207	521	256	2,037

No. 2.—COMPARATIVE statement of killed and injured between year ended December 31, 1932, and year ended December 31, 1933.

	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1932.....	5	231	53	1,258	230	543	288	2,032
1933.....	5	244	44	1,272	207	521	256	2,037
Decrease.....		13		14				5
Decrease.....		9			23	22	32	

No. 3.—STATEMENT showing separately the number of passengers, employees and others, killed and injured, and the nature of the accidents, for the year ended December 31, 1933.

Character of Accidents	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Derailment.....		20	4	35	2	7	6	62
Collision, rear-end.....		2	4	6			4	8
Collision in yard.....		6	2	19			2	25
Collision at level (Diamond) crossing.....						5		5
Public highway crossing protected by gates.....					3	16	3	16
Public highway crossing protected by bell.....					9	31	9	31
Public highway crossing protected by lightning flash signal.....					1		1	
Public highway crossing protected by watchman.....					3	1	3	1
Public highway crossing unprotected.....				8	59	232	59	240
Private crossing.....				3	4	12	4	15
Trespassing.....					118	175	118	175
Working on or under engine.....				181				181
Miscellaneous.....	156		2	349		16	2	521
Adjusting couplers, coupling and uncoupling.....			1	62			1	62
Run down by engine or car between stations.....			2	2	1	1	3	3
Falling off hand-car, motor, or velocipede.....			2	138		5	2	143
Hand-car, motor, velocipede, struck by train.....			7	5			7	5
Crawling between cars, over couplers.....				6				6
Passing between cars, between couplers.....				2				2
Struck by car standing foul.....				2				2
Struck by switch-stand, water-spout, mail crane, etc.....				17				17
Crushed between cars, building, lumber pile, platform, etc.....				11				11
Falling off passenger train.....		6						6
Falling off tender while handling coal.....				2				2
Falling off tender while taking water.....				3				3
Sideswipe.....				5				5
Riding on pilot or footboard of engine.....			1	32			1	32
Overhead obstruction.....				6				6
Falling off top of car.....			2	15			2	15
Falling between cars.....			3	4			3	4
Application of air brake.....		24		99		1		124
Jumping off train in motion.....	4	16	1	29		10	5	55
Attempt to board train in motion.....		13		35	2	1	2	49
Washout.....			1	4			1	4
Electrocuted.....			1				1	
Run down by engine or cars at stations or in yards.....	1	1	8	27	5	6	14	34
Falling off side and end ladders of cars.....			1	28		1	1	29
Falling off car while working hand brake.....			1	49			1	49
Handling freight and baggage.....				25				25
Loading and unloading O.C.S. material.....				34				34
Cars moved while being loaded or unloaded.....				7		1		8
Chaining and unchaining cars.....				1				1
Coupling and uncoupling hose.....			1	13			1	13
Turning angle cock.....				8				8
	5	244	44	1,272	207	521	256	2,037

for the year ended December 31, 1953.

	C.N.R.		C.P.R.		W.P. & Y.		L. & P.S.		H.E.R.		Q.R.L. & P.		A.C. & H.B.		B.C.E.		N.J.R.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Deraiment.....	5	33	1	29														
Collision, rear-end.....	4	7		8														
Collision in yard.....		17	2															
Collision at level (Diamond) crossing.....																		
Public highway crossing protected by gates.....	3	16																
Public highway crossing protected by bell.....	6	15	2	8			1											
Public highway crossing protected by lightning flash signal.....																		
Public highway crossing protected by watchman.....																		
Public highway crossing unprotected.....	2	1	1															
Private crossing.....	20	113	35	88														
Traversing.....	3	12	1	3														
Working on or under engine.....	61	89	46	73							1	1			1		1	
Miscellaneous.....	2	116		64														
Adjusting couplers, coupling and uncoupling.....		305	202															
Run down by engine or car, between stations.....		41	1	19														
Falling off hand-car, motor, or velocipede.....		3	3															
Hand-car, motor, velocipede, struck by train.....	1	105	1	36														
Crawling between cars, over couplers.....	2	3	3		1													
Passing between cars, between couplers.....		5	2	1														
Struck by car standing foul.....		2																
Struck by switch-stand, water-spout, mail crane, etc.....		10	2															
Crushed between cars, building, lumber pile, platforms, etc.....		8	7															
Falling off passenger train.....		4	3															
Falling off tender while handling coal.....		2	2															
Falling off tender while taking water.....		2	2															
Sideswipe.....		1	1															
Riding on pilot or footboard of engine.....		23	1	9														
Overhead obstruction.....		4																
Falling off top of car.....		8	1															
Falling between cars.....	2	3																
Application of air brake.....	1	84																
Jumping off train in motion.....	5	29		34														
Attempt to board train in motion.....	1	30	1	17														
Washout.....	1	4																
Electrocuted.....	1	1																
Run down by engine or cars, at stations or in yards.....	7	18	5	15					1									
Falling off side and end ladders of cars.....		15	1	13														
Falling off car while working hand brake.....	1	21		25														
Handling freight and baggage.....		12		12														
Loading and unloading O.C.S. material.....		6		28														1
Cars moved while being loaded or unloaded.....		5		5														
Chaining and unchaining cars.....		1																
Coupling and uncoupling cars.....		9	1	4														
Turning angle cock.....		6		2														
	128	1,185	106	752			1			1				1		1		3



No. 4.—STATEMENT showing character of accidents and number of persons killed and injured on railways under the jurisdiction of the Board, for the year ended December 31, 1933.—*Concluded.*

	S. & L.		E. & N.		G. N. R.		G. R. R.		N. Y. C.		T. & E.		Q. C. R.		N. A. R.		P. M. R.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Derailment.....																		
Collision, rear-end.....																		
Collision in yard.....																		
Collision at level (Diamond) crossing.....																		2
Public highway crossing protected by gates.....																		
Public highway crossing protected by bell.....																		
Public highway crossing protected by lightning flash signal.....																		6
Public highway crossing protected by watchman.....		1					7			4			1			3		
Public highway crossing unprotected.....																		
Private crossing.....																		
Trespassing.....		1			2	2				2			1		2	1		
Working on or under engine.....																		
Miscellaneous.....				2						1				2				1
Adjusting couplers, coupling and uncoupling.....																		
Run down by engine or car, between stations.....																		
Falling off hand-car, motor, or velocipede.....												1						
Hand-car, motor, velocipede, struck by train.....																		
Crawling between cars, over couplers.....																		
Passing between cars, between couplers.....																		
Struck by car standing foul.....																		
Struck by switch-stand, water-spout, mail crane, etc.....																		
Crushed between cars, building, lumber pile, platform, etc.....																		
Falling off passenger train.....																		
Falling off tender while handling coal.....																		
Falling off tender while taking water.....																		
Sideswipe.....																		
Riding on pilot or footboard of engine.....																		
Overhead obstruction.....																		
Falling off top of car.....																		
Falling between cars.....																		
Application of air brake.....				1														
Jumping off train in motion.....																		
Attempt to board train in motion.....																		
Washout.....																		
Electrocuted.....																		
Run down by engine or cars, at Stations or in yards.....																		
Falling off side and end ladders of cars.....																		
Falling off car while working hand brake.....																		
Handling freight and baggage.....																		
Loading and unloading O. & S. material.....																		
Cars moved while being loaded or unloaded.....																		
Chaining and unchaining cars.....																		
Coupling and uncoupling hose.....																		
Turning angle cock.....																		
	1	9			4	2	3			2	5	1				3	4	9

	I.E. & N.		T.H. & B.		D.A.R.		N.St. C. & T.		M. & S.C.		M.C.R.		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Derailment.....														
Collision, rear-end.....													62	6
Collision in yard.....													4	4
Collision at level (Diamond) crossing.....				5									25	2
Public highway crossing protected by gates.....													3	3
Public highway crossing protected by bell.....				4				1					9	9
Public highway crossing protected by lightning flash signal.....									1				31	1
Public highway crossing protected by watchman.....													1	3
Public highway crossing unprotected.....													240	59
Private crossing.....		3				1	7	2	6				4	4
Trespassing.....													15	15
Working on or under engine.....						1	1						175	118
Miscellaneous.....													181	1
Adjusting couplers, coupling and uncoupling.....						3		2					521	3
Run down by engine or car, between stations.....							1						62	2
Falling off hand-car, motor, or velocipede.....													3	1
Hand-car, motor, velocipede, struck by train.....													8	3
Crawling between cars, over couplers.....													143	2
Passing between cars, between couplers.....													5	7
Struck by car standing foul.....													6	2
Crushed between cars, building, lumber pile, platform, etc.....													2	2
Falling off passenger train.....													17	1
Falling off tender while handling coal.....													11	11
Falling off tender while taking water.....													3	3
Sideswipe.....													5	5
Riding on pilot or footboard of engine.....													32	1
Overhead obstruction.....													6	6
Falling off top of car.....													15	2
Falling between cars.....													4	3
Application of air brake.....													124	4
Jumping off train in motion.....													55	5
Attempt to board train in motion.....													49	2
Washout.....				1									4	1
Electrocuted.....													34	1
Run down by engine or cars, at stations or in yards.....													29	14
Falling off side and end ladders of cars.....		1											49	1
Falling off car while working hand brake.....				1									25	1
Handling freight and baggage.....													34	1
Loading and unloading O.C.S. material.....													8	1
Cars moved while being loaded or unloaded.....													1	1
Chaining and unchaining cars.....													13	1
Coupling and uncoupling cars.....													8	1
Turning angle cock.....													8	1
	4		16		2	10				6	7	14	256	2,037

No. 5.—COMPARATIVE statement in totals of killed and injured, by class of accident, between year ended December 31, 1932, and year ended December 31, 1933.

	1932		1933		Increase		Decrease	
	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured
Derailment .....	4	48	6	62	2	14		
Collision, head-on .....		14						14
Collision, rear-end .....	5	21	4	8			1	13
Collision in yard .....	1	19	2	25	1	6		
Collision at level (Diamond) crossing .....				5		5		
Public highway crossing protected by gate .....	5	4	3	16		12	2	
Public highway crossing protected by bell .....	23	28	9	31		3	14	
Public highway crossing protected by lightning flash signal .....	3	3	1				2	3
Public highway crossing protected by watchman .....	2	1	3	1	1			
Public highway crossing unprotected .....	63	257	59	240			4	17
Private crossing .....	3	18	4	15	1			3
Trespassing .....	125	191	118	175			7	16
Working on or under engine .....		166		181		15		
Miscellaneous .....	1	551	2	521	1			30
Adjusting couplers, coupling and uncoupling .....	3	53	1	62		9	2	
Run down by engine or car between stations .....	2	1	3	3	1	2		
Falling off hand-car, motor, or velocipede .....	5	115	2	143		28	3	
Hand-car, motor, or velocipede, struck by train .....	4	11	7	5	3			6
Crawling between cars, over couplers .....	1	3		6		3	1	
Passing between cars, between couplers .....				2		2		
Struck by car standing foul .....				2		2		
Struck by switch-stand, water-spout, mail crane, etc .....		7		17		10		
Crushed between cars, buildings, lumber pile, plat- forms, etc .....	1	10		11		1	1	
Explosion of locomotive boiler .....	6	5					6	5
Falling off passenger train .....	1	6		6			1	
Falling off tender while handling coal .....		8		2				6
Falling off tender while taking water .....		3		3				
Sideswipe .....	2	13		5			2	8
Riding on pilot or footboard of engine .....		28	1	32	1	4		
Overhead obstruction .....		5		6		1		
Falling off top of car .....	2	17	2	15				2
Falling between cars .....	2	6	3	4	1			2
Application of air brake .....		97		124		27		
Jumping off train in motion .....	5	59	5	55				4
Attempt to board train in motion .....	5	42	2	49		7	3	
Washout .....		13	1	4	1			9
Electrocuted .....			1	1	1			
Run down by engine or cars at stations or in yards .....	11	37	14	34	3			3
Caught by engine or car while throwing switch .....		1						1
Falling off side and end ladders of cars .....	1	19	1	29		10		
Falling off car while working hand brake .....	1	48	1	49		1		
Handling freight and baggage .....		41		25				16
Loading and unloading O.C.S. material .....		31		34		3		
Staking or poling cars .....		1						1
Cars moved while being loaded or unloaded .....		5		8		3		
Chaining and unchaining cars .....		2		1				1
Coupling and uncoupling hose .....	1	16	1	13				3
Turning angle cock .....		8		8				
	288	2,032	256	2,037	17	168	49	163

	Killed	Injured
1932 .....	288	2,032
1933 .....	256	2,037
Increase .....		5
Decrease .....	32	

No. 6.—COMPARATIVE statement in totals of killed and injured between year ended December 31, 1932, and year ended December 31, 1933.

	1932		1933		Increase		Decrease	
	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured
Canadian National.....	124	1,217	128	1,185	4			32
Canadian Pacific.....	127	706	106	752		46	21	
White Pass and Yukon.....			1		1			
London and Port Stanley.....	1	4		1			1	3
Hull Electric.....	1		1					
Quebec Railway, Light and Power.....			1		1	1		
Algoma Central and Hudson Bay.....				1		1		
British Columbia Electric.....	1	6		1			1	5
Napierville Junction.....				3		3		
Sydney & Louisburg.....	1	5	1	2				3
Esquimalt and Nanaimo.....	1	6		4			1	2
Great Northern.....		15	2	3	2			12
Grand River.....	1	4		7		3	1	
New York Central.....	2	2	2	5		3		
Temiscouata.....			1	1	1	1		
Quebec Central.....	2			4		4	2	
Northern Alberta.....	1	3		3			1	
Père Marquette.....	5	9	4	9			1	
Lake Erie & Northern.....	1	1		4		3	1	
Toronto, Hamilton, & Buffalo.....	8	7		16		9	8	
Dominion Atlantic.....		7	2	10	2	3		
Niagara, St. Catharines, & Toronto.....	1	6		5			1	1
Montreal & Southern Counties.....	2	8		6			2	2
Michigan Central.....	9	24	7	14			2	10
Midland Railway of Manitoba.....		2						2
	288	2,032	256	2,037	11	77	43	72

	Killed	Injured
1932.....	288	2,032
1933.....	256	2,037
Increase.....		5
Decrease.....	32	

No. 7.—STATEMENT showing collisions attended by personal injury, investigated during the year ended December 31, 1933.

Inv. File	Date	Railway	Place	Killed	Injured
25409	1932 Dec. 29	C.N.R.....	Montreal Term., Côte St. Paul Branch, Que.....		1
25443	1933 Jan. 29	C.N.R.....	Harcourt Subd., Mile 54-8, N.B.....	3	4
25450	1932 Dec. 15	C.N.R.....	Port Mann, B.C.....	1	4
25465	1933 Jan. 17	C.N.R.....	Saskatoon Term., Nutana Shop, Sask.....		1
25475	Feb. 7	C.N.R.....	Winnipeg Term., Portage Jct., Man.....	1	
25544	Mar. 3	C.P.R.....	Hazelridge, Man.....	1	2
25596	Mar. 8	C.P.R.....	West Toronto Diamond, Ont.....		1
25776	July 2	C.P.R.....	North Bay, Ont.....	1	2
25834	Aug. 2	C.P.R.....	Orangeville Yard, Ont.....		4
25847	July 21	C.N.R.....	St. Rosalie Jct., Que.....		1
25888	July 14	C.N.R.....	Niagara Falls, Ont.....		1
25934	Aug. 19	C.N.R.....	Saskatoon Depot, Sask.....		4
25945	Aug. 8	C.N.R.....	St. Eustache, Que.....		4
25954	Sept. 18	C.N.R.....	Capreol Yard, Ont.....		2
25982	Aug. 14	C.N.R.....	Longue Pointe Yard, Que.....		1
26185	Oct. 20	C.N.R.....	Miniota, Man.....		1
26193	Nov. 11	C.N.R.....	Biggar Yard, Sask.....		2
25816	June 29	C.N.R.....	Brockville, Manitoba Yard, Ont.....		1
				7	36



No. 8.—STATEMENTS showing derailments attended by personal injury, investigated during the year ended December 31, 1933.

Inv. File	Date	Railway	Place	Killed	Injured
25358	1933 Jan. 8	C.P.R.	Calumet Station, 2.5 miles west, P.Q.		19
25362	1932 Dec. 8	C.N.R.	Sibbald, Alta.		1
25456	1933 Jan. 30	C.N.R.	Mortimer, N.B.		1
25468	Feb. 5	C.P.R.	Emerson, Man.		1
25516	Feb. 27	C.N.R.	Sudbury, Eva St., Ont.		1
25591	Mar. 13	C.N.R.	Albreda Subd., M. 54-8, B.C.		4
25620	Mar. 1	C.N.R.	Cudworth Subd., M. 26, Sask.		3
25635	April 17	C.N.R.	Paradis, Que.	2	2
25667	May 8	C.N.R.	Welland Jct., 3 miles East, Ont.		1
25841	July 13	C.P.R.	Keewatin Subd., M. 90-80, Man.		1
25918	Aug. 12	C.N.R.	Victoria Beach Subd., btn. Mile 12 & 13, Man.		1
25949	Aug. 30	C.N.R.	Napadogan Yard, N.B.	1	4
25971	Sept. 20	C.N.R.	Fraser Subd., 3 poles east of Mile 46, B.C.	1	1
26005	Oct. 9	C.N.R.	Komoka, 2 miles west, Ont.		1
26046	Sept. 8	C.N.R.	Prince Albert, Power House, Sask.		1
26047	Sept. 13	C.P.R.	Ernfold, Sask.		2
26055	Oct. 3	C.N.R.	Graham Subd., Mile 43, Ont.		2
26059	Oct. 5	C.P.R.	Shaunavon, Sask.		1
26060	Aug. 20	C.N.R.	Ashcroft Subd., Mile 18, B.C.		1
26061	Sept. 29	C.N.R.	Neebing, Hump at, Ont.		2
26079	Oct. 3	C.N.R.	Somerset, Man.		1
26090	Oct. 18	C.N.R.	Jackson Spur, Mile 123-6, Sprague Subd., Man.		2
26109	Nov. 13	C.N.R.	Ashcroft Subd., Mile 54-3, B.C.		2
26145	Sept. 29	C.P.R.	Boundary Subd., Mile 31-2, B.C.		1
26150	Sept. 28	C.N.R.	Cowichan Subd., Mile 57, B.C.	1	2
26152	Oct. 30	C.P.R.	Nelson Subd., Mile 115-4, B.C.		
				5	58

# REPORT OF THE COMMISSIONERS

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Inv. File	Board File	Date	Time	Railway	Place	K.	I.	Protection	Class of Accident	Remarks
25347	9437-1141	Dec. 26	7-33p.	C.N.R.	Montreal Term. St. Henri Place crossing, P.Q.			Gates	Ped.	
25348	26789-213	Dec. 10	9-18p.	C.N.R.	St. Liboire, 1st crossing West, P.Q.	1		Unp.	Auto	Bldgs.
25349	26727-349	Oct. 29	5-56p.	C.P.R.	Belleville, Church St., Ont.			Unp.	Truck	Bldgs.
25350	26782-3	Dec. 17	2-00a.	S. & E.	Gloucester, Tower Road, N.S.	1		Unp.	Auto	Bldgs.
25351	26727-137	Dec. 31	11-08a.	C.P.R.	Chatham Term., Parkdale Ave., Ont.	1		Unp.	Truck	Bldgs.
25352	9437-209	Dec. 17	3-47a.	C.P.R.	Chatham, Queen St., Ont.	1		Gates	Truck	Bldgs.
25353	27318-13	Dec. 17	12-35p.	I.E. & N.	Dundurn, crossing at M. 34-4, Ont.	1		Unp.	Truck	Bldgs.
25354	9437-674	Dec. 28	10-25a.	C.N.R.	Chatham, 2 1/2 miles West, Ont.	1		Unp.	Auto	Bldgs.
25355	26727-321	Dec. 29	2-45a.	C.N.R.	Sumnerville, crossing at, Ont.	1		Unp.	Auto	Bldgs.
25356	27608-3	Oct. 28	9-00k.	C.N.R.	Sumnerville, 115th Ave., Alta.	1		Unp.	Auto	Bldgs.
25357	27608-78	Nov. 22	3-58k.	C.N.R.	Hilliard, 1st crossing West, Alta.	1		Unp.	Truck	Bldgs.
25358	26711-510	Dec. 5	11-27a.	C.N.R.	Scarboro, 3rd crossing, East, Ont.	1		Unp.	Ped.	Bldgs.
25359	26782-105	Jan. 5	4-48p.	C.N.R.	Grandy, St. Charles St., P.Q.	1		Unp.	H.D.V.	Bldgs.
25360	12072-40	Jan. 1	11-28a.	M. & C.	Greenfield Park, Longueuil-Laprarrie Blvd. P.Q.	5		Unp.	H.D.V.	Bldgs.
25361	26711-269	Dec. 17	1-25p.	C.N.R.	Utterson St., 1st. crossing, North, Ont.	1		Unp.	Auto	Bldgs.
25362	26807-15	Jan. 13	14-45k.	C.P.R.	Creevy, 3 miles North, Sask.			Unp.	Snowmo-	H.G.
25363	26727-152	Dec. 25	7-53p.	C.P.R.	Whitby, crossing at, Ont.	2		Unp.	bile.	
25364	26765-118	Jan. 9	9-48p.	C.N.R.	Brantford, Dally, Auste St., Ont.	1		Unp.	Truck	Bldgs.
25365	26711-275	Dec. 29	4-50p.	C.N.R.	Kellys, crossing 2, South N.B.	2		Unp.	Auto	Bldgs.
25366	26711-60	Dec. 28	10-58a.	C.P.R.	Nashwaaksis St., South N.B.	1		Unp.	Auto	Bldgs.
25367	26727-160	Dec. 24	7-25p.	C.P.R.	Tweed St., 2 miles East, Ont.	1		Unp.	Truck	Bldgs.
25368	33229-24	Dec. 13	1-05p.	C.N.R.	Hampton St., crossing, 1st East, N.B.	1		Unp.	H.D.V.	Bldgs.
25369	27218-98	Dec. 14	9-45a.	C.N.R.	Oxford Subd., Mile 3 1/2, Lockport, N.S.	1		Unp.	Ped.	Bldgs.
25370	27073-96	Jan. 5	15-24k.	C.P.R.	Cogitling, 1st. crossing, South, B.C.	2		Unp.	Auto	Bldgs.
25371	26711-512	Jan. 12	8-10a.	C.N.R.	Peterboro, Downers Corners, 2 miles East, Ont.	1		Unp.	Auto	Bldgs.
25372	26711-512	Jan. 15	8-08a.	C.N.R.	Peterboro, Downers Corners, 2 miles East, Ont.	2		Unp.	Auto	Bldgs.
25373	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25374	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25375	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25376	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25377	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25378	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25379	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25380	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25381	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25382	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25383	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25384	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25385	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25386	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25387	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25388	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25389	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25390	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25391	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25392	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25393	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25394	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25395	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25396	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25397	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25398	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25399	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25400	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25401	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25402	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25403	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25404	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25405	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25406	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25407	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25408	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25409	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25410	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25411	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25412	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25413	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25414	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25415	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25416	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25417	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25418	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25419	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25420	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25421	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25422	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25423	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25424	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25425	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25426	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25427	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25428	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25429	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25430	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25431	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25432	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25433	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25434	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25435	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25436	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25437	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25438	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25439	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25440	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25441	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25442	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25443	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25444	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25445	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25446	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25447	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25448	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25449	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25450	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25451	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25452	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25453	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25454	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25455	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25456	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.
25457	26711-512	Jan. 15	8-08a.	C.N.R.	Middleton, Commercial St., N.S.	2		Unp.	Auto	Bldgs.

No. 9.—STATEMENT showing highway crossing accidents attended by personal injury, investigated during year ended December 31, 1933.—Continued.

Inv. File	Board File	Date	Time	Railway	Place	K.	I.	Protection	Class of Accident	Remarks
25562	26727-85	Mar. 9	5:25a	C.P.R.	Alliston Stn., Victoria St., Ont.	1		Ball	Ped.	U. A. Bldgs. Sdgs. H.G.
25563	16989-3	Mar. 9	5:05p	C.N.R.	Montreal Term., Jeanne d'Arc St., P.Q.		2	Unp	Auto	U. A. Bldgs. Sdgs. H.G.
25565	1598-3	Feb. 6	12:20p	C.N.R.	Parry Sound, Church St., Ont.		1	Unp	Truck	U. A. Bldgs. Sdgs. H.G.
25572	28786-79	Jan. 24	9:30k.	C.N.R.	Carleton Place, Church St., Ont.		1	Unp	Truck	U. A. Bldgs. Sdgs. H.G.
25579	26727-80	Mar. 11	3:25p	C.N.R.	Carleton Place, Church St., Ont.		1	Unp	Truck	U. A. Bldgs. Sdgs. H.G.
25580	26711-398	Mar. 11	5:05p	C.N.R.	Toronto Term., Queen St., Mimico cut-off, Ont.	1		Unp	Auto	U. A. Bldgs. Sdgs. H.G.
25581	Case 3254	Mar. 21	6:35p	C.N.R.	St. Marys, Angle crossing, 13 mile W., Ont.		3	Gates	Auto	U. A. Bldgs. Sdgs. H.G.
25602	26807-83	Mar. 15	20:40p	C.P.R.	Swift Current, 3.4 miles West, Sask.	1		Unp	Auto	U. A. Bldgs. Sdgs. H.G.
25607	26807-84	Mar. 15	12:45k.	C.P.R.	Esk., 397 mile West, Sask.		2	Unp	H.D.V.	U. A. Bldgs. Sdgs. H.G.
25609	26807-85	Mar. 30	21:20k.	C.P.R.	Grond St., 1.8 miles South, Sask.		1	Unp	Truck	U. A. Bldgs. Sdgs. H.G.
25612	26711-516	Mar. 30	7:04p	C.P.R.	Forest St., 2nd St. E., Ont.		1	Unp	Auto	U. A. Bldgs. Sdgs. H.G.
25618	2336-1	April 7	9:25a	C.P.R.	Windsor, Tecumseh Road, Ont.		1	Unp	Auto	U. A. Bldgs. Sdgs. H.G.
25627	6854	April 14	7:05a	C.P.R.	Palmerton, Main St., Ont.		1	Unp	Auto	U. A. Bldgs. Sdgs. H.G.
25628	27329-32	April 23	11:50p	C.N.R.	Kingsville, 2nd crossing East, Ont.		2	Unp	Truck	U. A. Bldgs. Sdgs. H.G.
25631	28786-80	April 24	8:12k.	C.N.R.	Carleton Place, Church St., Ont.		1	Unp	Truck	U. A. Bldgs. Sdgs. H.G.
25632	26786-81	April 5	8:19k.	C.N.R.	Carleton Place, Church St., Ont.		1	Unp	Truck	U. A. Bldgs. Sdgs. H.G.
25636	26765-29	April 19	12:50p	C.N.R.	Drumheller, mile 119.2, Alta.		2	Unp	Truck	U. A. Bldgs. Sdgs. H.G.
25637	26711-515	April 22	2:23p	C.N.R.	Tulsonburg Stn., 150 ft. West, Ont.		1	Unp	Truck	U. A. Bldgs. Sdgs. H.G.
25641	26711-406	April 25	10:55p	C.N.R.	Ridgeway, Shirley crossing, Ont.		2	Unp	Truck	U. A. Bldgs. Sdgs. H.G.
25642	26727-278	April 18	6:30p	C.N.R.	Brantford, West Calborne St., Ont.		1	Unp	Truck	U. A. Bldgs. Sdgs. H.G.
25643	26711-517	April 29	12:58k.	C.N.R.	Port Stn., 2-6 miles E., Ont.		1	Unp	Truck	U. A. Bldgs. Sdgs. H.G.
25652	Case 269	April 29	17:40k.	C.N.R.	Collingwood, First St., Ont.		1	Unp	Auto	U. A. Bldgs. Sdgs. H.G.
25654	25272	May 7	8:20p	C.N.R.	Olds, Third St., Alta.		3	Unp	Auto	U. A. Bldgs. Sdgs. H.G.
25658	26727-352	April 29	9:08a	C.P.R.	Stratford, Downie St., Ont.		1	Unp	Auto	U. A. Bldgs. Sdgs. H.G.
25668	27811-93	May 16	19:25k.	C.P.R.	Browne's Corners, crossing at mile 80-9, Peterboro Siding, Ont.		2	Unp	Truck	U. A. Bldgs. Sdgs. H.G.
25669	26727-381	May 17	8:08a	C.P.R.	Peterboro, 80 ft. north of N. switch, Alta.		1	Unp	Auto	U. A. Bldgs. Sdgs. H.G.
25674	29806-1	May 27	5:35p	C.P.R.	Mona Road, 1st crossing North, Ont.		1	Unp	Auto	U. A. Bldgs. Sdgs. H.G.
25675	26727-354	May 26	10:07k.	C.P.R.	Yamachiche, 2 miles E. of Stn., P.Q.		1	Unp	Auto	U. A. Bldgs. Sdgs. H.G.
25678	26782-214	May 28	7:44a	C.N.R.	Neebing, 37 mile East, Ont.		1	Unp	Auto	U. A. Bldgs. Sdgs. H.G.
25682	25272	May 28	8:15p	C.N.R.	Bellevue Jet., 1 mile South, P.Q.		1	Unp	Truck	U. A. Bldgs. Sdgs. H.G.
25701	26727-353	May 26	10:43a	C.N.R.	Stratford, Downie St., Ont.		4	Unp	Auto	U. A. Bldgs. Sdgs. H.G.
25702	26727-353	May 26	12:10p	C.N.R.	Ardenale Stn., 3-3 miles West, Ont.		1	Unp	Auto	U. A. Bldgs. Sdgs. H.G.
25703	26711-518	May 26	9:30a	C.N.R.	Lindsay, Queen St., Ont.		1	Unp	Auto	U. A. Bldgs. Sdgs. H.G.
25710	14813	June 6	7:27a	C.N.R.	Beausville Stn., 2nd crossing West, Ont.		1	Unp	Auto	U. A. Bldgs. Sdgs. H.G.
25711	9437-141	June 14	9:05p	C.N.R.	Ville Ste Pierre, 5th Ave., P.Q.		1	Unp	Auto	U. A. Bldgs. Sdgs. H.G.
25712	27156-175	June 15	7:55p	C.N.R.	Montreal Term., St. Henri Place crossing, P.Q.		1	Unp	Auto	U. A. Bldgs. Sdgs. H.G.
25713	26782-146	June 10	11:30k.	C.N.R.	Thurso, crossing East of Stn., P.Q.		2	Unp	Auto	U. A. Bldgs. Sdgs. H.G.
25714	34557	June 25	6:30k.	C.N.R.	St. Felicien, 1st crossing N., P.Q.		3	Unp	Auto	U. A. Bldgs. Sdgs. H.G.
25715	26711-519	June 5	6:30k.	C.N.R.	Frank Stn., 1st crossing West, Alta.		4	Unp	Auto	U. A. Bldgs. Sdgs. H.G.
25732	26711-519	June 5	6:30k.	C.N.R.	Peterboro, 4 miles East, Ont.		1	Unp	Auto	U. A. Bldgs. Sdgs. H.G.
25734	26060-15	May 25	2:20p	G.R.R.	Waterloo, Ont., Park St.		1	Unp	Motor Cycle	U. A. Bldgs. Sdgs. H.G.
25735	29080-10	May 9	5:35p	G.R.R.	Kitchener, Queen St., Ont.		1	Unp	Auto	U. A. Bldgs. Sdgs. H.G.
25743	27811-94	June 24	10:40k.	C.P.R.	Niobe, 1044 ft. from Stn. Board, Alta.		1	Unp	Truck	U. A. Bldgs. Sdgs. H.G.
25746	26782-85	June 24	8:25a	C.P.R.	Ville Ste Pierre, Blue Bonnets crossing, P.Q.		1	Unp	Truck	U. A. Bldgs. Sdgs. H.G.
25747	26782-85	June 24	8:25a	C.P.R.	Brantford, George Ave., Ont.		1	Unp	Auto	U. A. Bldgs. Sdgs. H.G.
25748	26782-85	June 24	8:25a	C.P.R.	Galt, Bond St., Ont.		1	Unp	Auto	U. A. Bldgs. Sdgs. H.G.
25755	27156-176	July 8	10:25a	C.P.R.	Trois Rivières, 1st crossing W., P.Q.		2	Unp	Auto	U. A. Bldgs. Sdgs. H.G.







No. 9.—STATEMENT showing railway crossing accidents attended by personal injury, investigated during year ended December 31, 1933.—*Concluded.*

Inv. File	Board File	Date	Time	Railway	Place	K.	I.	Protection	Class of Accident	Remarks
25947	26765-100	Sept. 9	4-45 a.	C.N.R.	Prescott, 3 miles East Ont.				Auto	D. R.A. R. Bldgs.
25948	26900-17	Aug. 27	3-40 p.	G.R.R.	Waterloo Sd., M. 7-6, Freepoint Stop, Ont.		2	Unp.	Auto	D. R.A. R. U.
25951	26711-523	Sept. 6	8-20 a.	C.N.R.	Stratroy, 16th Sideroad off Caradoc, Ont.		2	Unp.	Auto	D. R.A. R. U.
25953	25711-98	Sept. 2	13-58 a.	C.N.R.	Menack Sdn., 1 mile South, Alta.		2	Unp.	Auto	D. R.A. R. U.
25959	26711-248	July 20	9-00 p.	C.N.R.	Goodwood Sdn., 1st crossing 50 yds. East, Ont.		1	Unp.	Auto	D. R.A. R. U.
25972	27-31-15	Aug. 5	6-30 p.	C.N.R.	Port Covington, McCaffery Rd., 3rd crossing N. P.Q.				Auto	D. R.A. R. U.
25977	267-7-360	Sept. 15	1-35 p.	C.P.R.	Arnell, 2nd crossing East, Ont.		3	Unp.	Auto	D. R.A. R. U.
25981	257-96-79	Sept. 16	15-35 k.	C.N.R.	Canmore Sdn., Mile 2-27, Alta.		1	Unp.	Truck	S. R.A. R. Trees.
25989	257-96-82	Sept. 20	12-50 k.	C.N.R.	Wabamun Sdn., Mile 54-3, Alta.		2	Unp.	Auto	S. R.A. R. H.G. Trees.
25999	9437-090	Sept. 24	10-55 a.	M.C.R.	Southwest Sdn., St. Thomas, Ont.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26001	26467-119	Aug. 4	5-25 p.	C.N.R.	Reward Sdn., 1 pole East, Sask.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26004	26711-573	Sept. 22	6-48 p.	C.N.R.	Newmarket, Ont. crossing 50 yds. East, Ont.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26008	9437-729	Sept. 21	7-55 p.	C.P.R.	Stuit Sdn., Ont. Bruce St., Ont.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26011	26765-75	Sept. 4	5-55 p.	C.N.R.	Kitchener, Ontario St., Ont.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26014	27365-27	Sept. 27	9-40 k.	C.N.R.	Brooklands, Rossar Rd., Man.		2	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26018	26782-218	Sept. 1	9-20 a.	C.N.R.	Yan Broussard and Lacadie, LaBattaille, P.Q.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26023	27156-159	Sept. 13	2-00 a.	C.N.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26024	27152-179	Sept. 29	11-30 a.	C.N.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26025	27159-179	Oct. 12	7-02 a.	C.P.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26036	26765-46	Sept. 30	4-05 p.	G.R.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26037	26711-525	Sept. 13	6-52 a.	C.N.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26040	30424-16	Oct. 13	6-06 p.	C.N.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26044	27407-120	Sept. 19	16-00 k.	C.N.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26051	27401-63	Sept. 19	2-20 p.	C.N.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26052	33550-14	Oct. 13	4-15 p.	C.N.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26057	26711-526	Oct. 7	8-00 a.	C.N.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26062	28300-29	Oct. 13	6-45 a.	C.N.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26065	33550-15	July 19	8-00 a.	C.N.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26069	27811-100	Oct. 17	12-44 p.	C.N.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26071	27467-121	Sept. 8	21-45 k.	C.N.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26073	26727-89	Oct. 21	20-55 k.	C.N.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26075	27365-63	Oct. 27	16-17 k.	C.N.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26076	13019	Oct. 22	20-89 k.	C.N.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26076	26783-220	Oct. 18	8-50 a.	C.N.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26077	26711-471	Oct. 16	5-48 p.	C.N.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26080	267-27-242	Oct. 13	11-36 a.	C.N.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26081	27811-99	Oct. 16	10-28 k.	C.N.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26082	31046-27	Oct. 8	1-45 p.	C.N.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26083	27811-36	Oct. 16	8-38 k.	C.N.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26093	27929-49	Oct. 19	6-40 p.	C.N.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26094	26842-175	Oct. 23	2-45 p.	C.N.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26098	26727-363	Oct. 23	6-15 p.	C.N.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26099	27218-100	Oct. 3	20-32 k.	C.N.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26100	28786-84	Oct. 11	11-04 a.	C.N.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26111	26711-527	Nov. 16	3-06 p.	C.N.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26124	9437-1324	Nov. 13	2-12 p.	C.N.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.
26125	9437-1324	Nov. 16	9-34 p.	C.N.R.	Yamachiche Sdn., 2nd crossing East, Que.		1	Unp.	Auto	S. R.A. R. Bldgs; Trees.

26130	26782-2322	Nov. 15	C.N.R.	Laval sur le Lac Stn., 1st crossing, West, P.Q.	1 Unp.	Truck	R.A.	R.	Trces.
26135	27467-25	Oct. 25	C.N.R.	Longueuil Stn., Chamblay Rd., P.Q., 1st crossing East	2 Unp.	Truck	R.A.	U.	Bldgs.
26136	27073-25	Oct. 31	C.N.R.	North Battleford, Robert St., Sask.	1 Unp.	Auto	R.A.	U.	Sdg.
26156	27073-46	Sept. 6	C.N.R.	Hammond, Lorne St., B.C.	1 Unp.	Auto	R.A.	R.	Trces.
26157	26711-531	Nov. 4	C.N.R.	Chilliwack, Yale Rd., B.C.	1 Unp.	Auto	R.A.	R.	Bldgs.
26158	27073-2	Oct. 8	C.N.R.	Moulton Stn., East of, Ont.	1 Unp.	Auto	R.A.	U.	Bldgs.
26159	9437-360	Nov. 29	C.N.R.	Vernon, 7th St., B.C.	1 Unp.	Auto	R.A.	U.	Trces.
26164	29690-14	Nov. 7	C.N.R.	Bromptonville Stn., Bridge St., P.Q.	1 Unp.	Auto	R.A.	U.	Bldgs.
26170	26727-365	Nov. 1	C.N.R.	Calit, Hespeler Rd., Ont.	1 Unp.	Auto	R.A.	U.	Sdg.
26175	26727-364	Nov. 16	C.P.R.	Corwall Sunday Stn., Ont.	5 Unp.	Auto	R.A.	U.	Bldgs.
26176	6306	Nov. 4	C.N.R.	Osgoode Stn., 1st crossing West, Ont.	1 Unp.	H.D.V.	R.A.	U.	Sdg.
26179	24316	Dec. 5	C.N.R.	Maxville Stn., crossing just East, Ont.	1 Bell	Auto	R.A.	R.	Bldgs.
26183	26782-98	Dec. 7	C.N.R.	North Bay, Golf St., Ont.	1 W. Man.	Auto	R.A.	U.	Sdg.
26186	27156-181	Dec. 5	C.N.R.	St. Basile de Grand, 1st crossing East, P.Q.	1 Unp.	H.D.V.	R.A.	R.	Bldgs.
26187	27156-70	Dec. 8	C.P.R.	Leclerc, Barron St., P.Q.	1 Unp.	Truck	R.A.	U.	Bldgs.
26192	9437-81	Dec. 5	C.N.R.	St. Constant, 1st crossing South, P.Q.	2 Gates	Auto	R.A.	U.	Bldgs.
26198	36655-31.1	Oct. 23	C.N.R.	Hamilton, Ottawa St., Ont.	1 Unp.	Truck	R.A.	R.	Bldgs.
26199	4135-98-217	Nov. 2	C.N.R.	Middle Lake, 14 miles North, Sask.	2 Unp.	Auto	R.A.	U.	Bldg.
26206	26727-366	Dec. 1	C.N.R.	Nashvack Sd., covered bridge at Mile 86-87, N.B.	1 Unp.	Auto	R.A.	R.	Bldgs.
26208	27467-58	Oct. 30	C.N.R.	Guelph, Stevenson St., Ont.	1 Unp.	Auto	R.A.	R.	Bldgs.
26215	27156-43	Dec. 12	C.N.R.	Tisdale Stn., just East of, Sask.	2 Unp.	Auto	R.A.	U.	Bldg.
				Sta. Rose Stn., 2nd crossing East, P.Q.	1 Unp.	Truck	R.A.	R.	H.G.
			</						

## EXPLANATION OF ABBREVIATION

Unp.	Unprotected.
L.F.	Lightning Flash.
W. Man.	Watchman.
Ped.	Pedestrian.
H.D.V.	Horse Drawn Vehicle.
S.	Single.
D.	Double.
R.A.	Right Angle Crossing.
U.	Urban.
Bldgs.	Rural.
Sdg.	Buildings.
Stn.	Station.
H.G.	High Ground.
B.F.	Snow Fence.
	Board Fence.

No. 10.—STATEMENT showing accidents to employees working on or under engines, investigated during year ended December 31, 1933.

Inj. File	Date	Railway	Place	Remarks	Killed	In- jured
25350	Dec. 8	C. P. R.	Lathorn, Alta.	Smoke stack extension in smoke-box dropped over exhaust and fire and smoke issued from fire-box door.		
25351	Dec. 18	C. P. R.	Lake Louise, Alta.	Water spout came off pulleys; struck on head.		
25390	Jan. 2	C. P. R.	St. Isidore Jet., P. Q.	Taking coal, hand caught in coal bucket.		
25402	Dec. 17	M. C. R.	Victoria Yard, Ont.	Putting in fire, ears coupled, thrown against engine tank.		
25410	Dec. 6	C. P. R.	Thompson Subd., M. 31, B. C.	Water gauge glass broke, piece of glass struck man in eye.		
25416	Dec. 27	C. P. R.	Ruby Creek, B. C.	Hand slipped on handhold while climbing into cab.		
25420	Jan. 19	C. N. R.	Konoka, Ont.	Scalded by escaping steam in cab of engine.		
25432	Jan. 20	C. N. R.	Maryfield, Sask.	Walking around engine, struck by steam from blow-off cock.		
25435	Dec. 5	C. N. R.	Buchanan, Sask.	Opening air door by hand, glove caught drain cock under grate shaker.		
25436	Jan. 16	C. P. R.	Assiniboia, Sask.	Thawing hose bag, tapping side of bag with hammer, hose flew off nipple, due to steam pressure.		
25461	Feb. 6	C. N. R.	Val Alain, P. Q.	Taking water, fell on tender man-hole.		
25462	Jan. 30	C. P. R.	Cammore, Alta.	Attempting to open ashpans which were stuck, slipped on ice.		
25466	Feb. 2	C. P. R.	Napinka Sd., M. 6-5, Man.	Fire flew back through door, filling cab with smoke and steam.		
25480	Feb. 8	C. P. R.	Bemalto, Alta.	Squirt hose condensation became frozen, blocking passage, accidental opening of valve.		
25488	Feb. 10	C. P. R.	Indian Head Sd., M. 74, Sask.	Caught foot between reverse lever and boiler-head.		
25500	Feb. 11	C. N. R.	Longley, N. B.	Taking coal struck by coal chute.		
25518	Feb. 16	C. P. R.	Carberry Sd., M. 46, Man.	Reverse lever slipped out of position due to broken pin on second latch.		
25600	Mar. 12	C. N. R.	Hulbard, Sask.	Putting spout up after taking water, slipped and fell.		
25603	April 12	C. P. R.	Goderich Round-house, Ont.	Coaling engine, stepping from coal to running-board.		
25604	April 8	C. N. R.	Hanover, Ont.	Shaking grates, shaker bar flew around.		
25606	April 7	C. N. R.	The Pas, Man., Truck No. 1.	Working under dead engine as yard engine coupled.		
25616	April 7	C. N. R.	Windsor, Ont., Shop Track.	Returning to cab of engine through opening in back of cab, struck hip on grate shaker lever.		
25649	April 22	C. P. R.		Bar slipped off shaker grates.		
25672	April 30	C. P. R.	Cascade Sd., M. 14, B. C.	Taking water, putting spout up, fell off tender.		
25693	May 28	C. P. R.	Eagle River, Ont.	Steam pipe to water pump broke.		
25753	June 19	C. N. R.	Edmonton Term., M. 5, Alta.	Failed to close hot water overflow valve, on cab inspirator.		
25758	June 5	C. P. R.	Binscarth, Man.	Dumping ashpan, hot water and steam struck arm.		
25805	June 25	C. P. R.	Austin, Man.	Moving ashpan, caught foot under tie rod, fell to ground.		
25849	Aug. 3	C. P. R.	Kisbey, Sask.	Boiler Check open, steam blew water bag off, hand scalded.		
25853	Aug. 8	C. N. R.	Toronto, Davisville District, Ont.	Engine squirt hose open.		
25854	July 16	C. N. R.	Mikado, 1 mile east, Sask.	Shaking grates.		
25870	July 14	C. N. R.	Boisdale, N. S.	During switching, water glass burst.		
25881	Aug. 5	C. P. R.	Cashlagar, B. C.	Getting out of engine cab window to oil bell, slipped.		
25911	Aug. 17	C. P. R.	Outlook, Sask.	Passing under bridge, boy threw apple through cab window.		
25912	Aug. 29	C. N. R.	Bala Subd., M. 8-3, Ont.	Putting out flues on engine, missed hand rail and fell.		
25955	Sept. 11	C. N. R.	Armstrong, Shop Track, Ont.	Slipped out flues on engine, missed hand rail and fell.		
26016	Aug. 28	C. N. R.	Vivian, just west of, Man.	Slipped and fell on cab window sill, when reaching for poker.		

26070 Sept. 19	C.N.R.	Broken steam pipe in engine cab.	1
26085 Oct. 24	C.N.R.	Passing station, fire rake fell off hook in cab.	1
	C.N.R.	Getting off engine to uncouple same, did not know engine was on bridge, fell.	1
26115 Nov. 12	C.N.R.	Opening coal slide in tender, when brake set to stop, train slack ran in.	1
26132 Oct. 26	C.P.R.	Right main crank pin on engine broke, cylinder head flew out.	1
26143 Dec. 20	C.P.R.	Engaged in shutting off steam blow-off cock.	1
26169 Nov. 13	C.P.R.	Turned ankle getting down from engine.	1
26191 Nov. 25	C.N.R.	Cleaning ashpan, block fell from underneath lever of same.	1
26194 Nov. 4	C.P.R.	Shaking fire, bar slipped.	1
26091 Oct. 19	C.N.R.	Adjusting lubricator feed.	1
26189 Nov. 18	C.N.R.	Tube burst in boiler.	3
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No. 11.—STATEMENT showing the number of highway crossing accidents reported with the total number of killed and injured, by provinces, for year ended December 31, 1933.

Railway	Prince Edward Island			Nova Scotia			New Brunswick			Quebec			Ontario			Manitoba			Saskatchewan			Alberta			British Columbia			Total			
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	
Canadian National.....	3	1	3							2	23	5	23	55	19	85	4		5	7		9	9	4	10	5	2	3	111	31	145
Canadian Pacific.....				5	2					8	18	6	26	31	17	28	5	3	9	6	3	9	10	8	14	3	1	2	77	38	96
Sydney & Louisburg.....				1																									1		
Dominion Atlantic.....				4	1	7																									
Grand River.....																															
London & Port Stanley.....														6		7															
Lake Erie & Northern Michigan Central.....														1	2	3													6		
Montreal & Southern Counties.....														3	2	2													1		
New York Central.....														6															2		
Niagara, St. Catharines & Toronto.....														2	4														3		
Pere Marquette.....														3		3													2		
Quebec Central.....														5	3	8													3		
Toronto, Hamilton & Buffalo.....														1	1														5		
														2		4													1		
	3	1	3	8	1	13	6			10	46	11	60	108	41	141	9	3	14	13	3	18	19	12	24	8	3	5	220	75	288



No. 12.—STATEMENT showing highway crossings at which protection provided, and the nature of protection during period of twelve months ended December 31, 1933.

File No.	Order No.	Location of Crossing	Railway	Nature of Protection
9437-1061 3287		Cluny, Alta., 1st crossing east of Napawee, Ont., Selby Road crossing.	C.P.R. C.N.R.	Trees cut down. Advance warning signs installed. All switching movements to be flagged by member of train crew.
26765-205	49373	Lancaster, Ont., Main Street crossing.	C.N.R.	Additional bell and wigwag installed; movements on siding to be flagged by train crew.
27467-90 25542-37	49412	Saskatoon, Sask., 11th St. crossing Loop line St. Thomas, Ont., Talbot St. crossing.	C.N.R. L. & P.S.	Whistle post erected. Double bells and wigwag signals installed in lieu of watchman protection.
33229-76 27251-14	49446 49447	Anderson's crossing, N.B., Mile 17-20 Sussex Subdivision Niagara Falls, Ont., Stanley and Livingstone Sts.	C.N.R. N.St. C. & T.	Wigwag signal installed in addition to existing bell. Street car movements to come to full stop before making crossing.
26765-259 9437-1286 26727-37	49489	Welland, Ont., 1st crossing south of M.C.R. Diamond Thamesville, Ont., London St. crossing. Coakley, Ont., crossing $\frac{1}{2}$ mile east of.	C.N.R. C.N.R. C.P.R.	Fencing and return fencing repaired. Double bells and wigwag signals installed. Trees and brush cut down; advance warning signs installed.
26782-204 26842-68 35902	49501 49509 49537	Sergeant, P.Q., Mountain Road crossing. Waterford, Ont., St. James St. crossing. Walker Road crossing, Twp. of Sandwich South, Ont.	C.N.R. M.C.R. M.C.R.	Relocation of crossing. Automatic bell in lieu of wigwags. Double bells and wigwag signals installed in lieu of lightning flash signals.
26300-26 27218-94	49543	Kentville, N.S., Cornwallis St. crossing Port Mouton station, N.S., crossing west of.	D.A.R. C.N.R.	Speed limitation of ten miles an hour. Brush cut down; cars kept back 150 feet east of crossing, additional crossing sign installed.
26727-347 26711-456 26765-71		Ivanhoe station, Ont., 1st crossing east of Welland, Ont., Lincoln St. crossing Kitchener, Ont., Lancaster St. crossing.	C.P.R. C.N.R. C.N.R.	Return fencing erected. Advance warning sign erected. Switching movements protected by train crew when watchman off duty; 11 p.m. to 7 a.m.
26727-310 31981 26842-12		Belleville, Ont., Mile 93; pump-house crossing Kingston station, Ont., 2nd crossing west of; Perth Road Maidstone station, Ont., No. 3 crossing east of.	C.N.R. C.N.R. M.C.R.	"Stop, Look and Listen" sign installed. Double track advance warning signs installed. Cross-buck button sign installed on present standard sign.
26727-137 26727-348 27318-13 27156-40	49647	Ottawa, Ont., Parkdale Ave. crossing Drumbo station, Ont., 1st crossing east of Dundurn, Ont., 1st crossing south of Quebec, P.Q., Marie de l'Incarnation St. crossing.	C.P.R. C.P.R. L.E. & N. C.P.R.	Crossing sign relocated in north-west angle of crossing. Trees and shrubs removed in north-east angle. Bell and wigwag signal installed. Cars kept back 150 feet from street line at south-east angle.
26727-300 27401-60 27218-87 26711-513	49690 49697	Brampton, Ont., Queen St. crossing. Nashwaak station, N.B., crossing south of Liverpool station, N.S., crossing just west of Trenton, Ont., Wragge St. crossing.	C.P.R. C.P.R. C.N.R. C.N.R.	Speed limitation of ten miles an hour. Speed limitation of ten miles an hour. Cars kept back on siding 150 feet from the crossing. Speed limitation of 10 miles an hour; all switching movements to be flagged by crew.
38642		Sackville, N.B., Lorne St. crossing.	C.N.R.	Highway crossing sign required.

21442	4937-652	Welland, Ont., Hagar St. crossing.	C.N.R.	Danger signs erected, with reflectors.
30213-44	49759	Hastings, Ont., Bridge St. crossing.	C.N.R.	Two three-position wigwags with one bell; all switching movements to be flagged.
38466		Burnside Road crossing, Mile 2-6 Cowican Subdivision, B.C.	C.N.R.	Scrub and brush cut down; additional advance warning sign installed.
26727-351		Horton, Man., crossing 50 yds east of station.	C.N.R.	Brush in south-east angle cut down.
9437-1322		Port Hope, Ont., Hope St., crossing.	C.P.R.	Trees trimmed.
27929-37	40857	Burlington, Ont., Ontario St., crossing.	C.N.R.	Standard crossing sign installed.
26711-503		Oldcastle, Ont., Twp. Rd. crossing.	P.M.R.	Crossing relocated.
28736-79		Sudbury, Ont., Stobie crossing.	C.N.R.	Advance warning signs erected.
28300-25		(Amroose Subdivision, Alta., crossing at Mileage 2-27	C.N.R.	Cars kept back 300 feet north of south switch on grain spur.
267156-173		Horton Landing station, N.S., 1st crossing east of	D.A.R.	Advance warning signs erected.
26711-500		Enlaugra station, P.Q., crossing south of	C.P.R.	Guard rails installed.
27218-90		Tottenham, Ont., 1st crossing south of	C.N.R.	Speed limitation of 6 miles an hour confirmed.
26711-501		Aradia, N.S., Main Highway crossing	C.N.R.	Advance warning sign erected.
26711-516		North Jet., Ont., 1st crossing north of	C.N.R.	Trees and brush cut down.
37936		Forest station, Ont., 2nd crossing east of	C.N.R.	Speed limitation of 10 miles an hour.
267156-172		Sackville, N.B., Bridge St., crossing	C.N.R.	Shrubbery and trees cut down.
26711-517		Berthier, P.Q., crossing east of	C.P.R.	Approaches graded.
28786-80		Collingwood, Ont., 1st Street crossing	C.N.R.	Speed limitation of 10 miles an hour.
29868-1		(Amroose Subdivision, Alta., crossing at Mileage 4-2	C.N.R.	Advance warning sign erected.
26711-398	50108	St. Mary's Junction, Ont., crossing short distance	C.P.R.	Advance warning signs installed.
26727-160		Tweed, Ont., Black Creek Road crossing, 2 miles east	C.N.R.	Bell and wigwag signal installed.
26711-518		Beausville, Ont., 2nd crossing west of	C.N.R.	Two hydro poles removed from inside protection fences.
27156-175		Thurso, P.Q., crossing just east of	C.N.R.	Crossing sign relocated.
12072-40		Greenfield Park, P.Q., Tashereau Blvd., crossing	C.P.R.	Stop signs installed.
23270		Buckingham Jct., P.Q., 1st crossing west of	M. & S.C.	Advance warning signs installed.
26782-146		St. Felicien, P.Q., 2nd crossing north	C.P.R.	Stop signs installed.
27231-15	50255	St. Catharines, Ont., Haynes Avenue crossing	C.N.R.	Stop signs installed.
27156-177		St. Pie station, P.Q., 3rd crossing north of	N.S.C. & T.	Speed limitation of ten miles an hour.
27401-61		Minto, N.B., 1st crossing west of	C.P.R.	Provincial Stop sign relocated. Speed limitation 10 miles an hour confirmed.
3-784		Dominion, N.S., Mitchell Avenue crossing	C.P.R.	Speed limitation of ten miles an hour.
26711-519		Peterboro, Ont., 4 miles east of; crossing Mile 59-6	S. & L. Ry	Shrubbery cut down and trees trimmed.
9437-133	50333	(umber station, Ont., Main Street crossing	C.N.R.	Brush and trees cut down.
Case 4610	50337	Tilbury, Ont., Queen Street crossing	M.C.R.	Double bells and wigwag signals installed in lieu of gates.
Case No. 588	50338	Essex, Ont., Talbot Street crossing	M.C.R.	Double bells and wigwag signals installed in lieu of gates.
Files 15336	50339	Moreau Street, Montreal, P.Q.	C.N.R.	Re-arrangement of watchmen's hours, and flagging of movements.
16159	50339	Prefontaine St., Montreal, P.Q.	C.N.R.	Re-arrangement of watchmen's hours, and flagging of movements.
16158	50339	St. Germain St., Montreal, P.Q.	C.N.R.	Re-arrangement of watchmen's hours, and flagging of movements.
16157	50339	Dezery Street, Montreal, P.Q.	C.N.R.	Re-arrangement of watchmen's hours, and flagging of movements.
9437-431	50358	Niagara Falls, Ont., Clifton Hill Street crossing	M.C.R.	Bell and wigwag signal installed in lieu of lightning flash signals.

No. 12.—STATEMENT showing highway crossings at which protection provided, and the nature of protection during period of twelve months ended December 31, 1933.—*Concluded.*

File No.	Order No.	Location of Crossing	Railway	Nature of Protection
27929-32	50365	Kingsville, Ont., crossing 1 mile west of Sawyerville, P.Q., 1st crossing south of.	P.M.R.	Double bells and wigwag signals installed.
29444-3		Louisville, P.Q., 1st crossing west of.	C.P.R.	Lumber piles removed.
27156-176		Pointe Claire, opposite Cedar Park station, P.Q.	C.P.R.	Regulation stop and warning signs erected.
30762-137	50417	Quebec, P.Q., Parent Avenue crossing.	C.P.R.	Warning signs installed.
28615-5		Mount Dennis, Ont., Eglinton Ave. crossing.	C.P.R.	Overhead crossing erected.
9437-1244		London, Ont., 3rd Street crossing.	C.P.R.	Advance warning signs erected.
26727-2		Fairville station, N.B., crossing one mile east of.	C.P.R.	Trees removed.
27401-31		Winnipeg, Man., Waverley St. Crossing.	C.P.R.	Trees cut down.
26744-86		Tielborne, Ont., 1st crossing west of station.	C.N.R.	Brush cut down.
26727-356		Yarmouth, N.S., Main Street crossing.	C.P.R.	Brush and trees cut down.
15499-93	50455	Ardendale station, Ont., crossing 3-3 miles west of.	D.A.R.	Bell and wigwag signal installed.
26727-353	50483	New Glasgow, N.S., John St. crossing.	C.P.R.	Bell and wigwag signal installed.
27218-71	50485	New Glasgow, N.S., George St. crossing.	C.N.R.	Automatic electric bell.
27218-71	50485	Edmonton, N.S., 1st crossing east of.	C.N.R.	Gates installed.
28300-8		Midhurst, Ont., crossing 1-2 miles north of.	D.A.R.	Whistle posts installed.
26727-357		Quebec, P.Q., Henderson St. crossing.	C.P.R.	Trees and shrubs in south-east angle removed.
27156-178		St. Martin station, P.Q., crossing north of.	C.P.R.	Crossing sign installed.
27156-59		Walkerville, Ont., Tecumseh Road crossing.	C.P.R.	Advance warning sign installed.
27929-22		Moose Creek, Ont., Labrosse St. crossing.	P.M.R.	Advance warning sign installed.
38437		Prairie Siding, Ont., crossing just east of.	C.N.R.	Tree and brush removed.
26711-522			C.N.R.	Switching movements to be protected by member of train crew.
16388-80		Yale Subdivision, B.C., crossing at Mileage 74-6.	C.N.R.	Brush cut down.
33229-78		St. Quentin Subdivision, N.B., crossing Mileage 100-5.	C.N.R.	Bushes cut down.
26727-314		Ardendale station, Ont., crossing 1-2 miles east of.	C.P.R.	Trees cut down.
33550-14		Kincross, P.E.I., Big Church crossing.	C.N.R.	Trees and bushes cut down.
686	50353	Renfrew, Ont., Rudlan St. crossing.	C.P.R.	Double bells and wigwags installed in lieu of gates.
9415	50624	West Lorne, Ont., Graham St. crossing.	M.C.R.	Double bells and wigwags installed in lieu of gates.
11617-1	50625	Highbate, Ont., King St. crossing.	M.C.R.	Double bells and wigwags installed in lieu of gates.
4575	50626	Roadney, Ont., Furnival Road crossing.	M.C.R.	Double bells and wigwags installed in lieu of gates.
4576	50627	Dutton, Ont., Main St. crossing.	M.C.R.	Double bells and wigwags installed in lieu of gates.
27929-49	50630	Blenheim, Ont., 1st crossing east of station.	P.M.R.	Switching movements to be protected by member of train crew.
26727-384	50631	Osgoode, Ont., crossing Mile 20-5 Prescott Subdivision.	C.P.R.	Cars on siding to be kept back at least fifty feet from crossing.
28300-29		Norwood, N.S., crossing Mile 68-15 Yarmouth Subdivision.	D.A.R.	Trees cut down.
33550-15		Morell station, P.E.I., crossing just west of.	C.N.R.	Cars to be kept back 100 feet on siding east side of crossing.
3701-44	50530	Cobourg, Ont., Kingston Road crossing.	C.N.R.	Double bells and wigwags installed, double track lines.
3701-41	50530	Cobourg, Ont., Kingston Road crossing.	C.P.R.	Bell and wigwag signal; and one wigwag without bell, installed, single track.
33550-19		Fredericton, P.E.I., crossing just east of.	C.N.R.	Trees and bushes cut down.
26727-363		Agincourt, Ont., 2nd crossing west of.	C.P.R.	Trees trimmed.



No. 13.—STATEMENT showing the number of highway crossings at which protection has been ordered, and the nature of protection, set out by provinces, for twelve months ended December 31, 1933.

	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Total
Cars to be kept back required distance	1	2		1	1			1		6
Removal of view obstructions	2	3	3	1	12	2		1	2	26
Speed limitation maintained		1	2	1	6					10
Highway crossing sign installed				1	1					2
Switching movements flagged					7					7
Stop signs installed				5	1					6
Highway crossing relocated					2					2
Whistle post installed		1					1			2
Bell and wig wag installed		1			6					7
Double bell and wig wag installed					13					13
Wigwag added to bell			1							1
Advance warning signs installed		2		4	8			1	1	16
Approaches graded				1						1
Gates		1								1
Hours of protection by watchman revised				4						4
Highway sign repaired			1							1
Street railway movements to stop before passing over crossing					1					1
Return fencing repaired					1					1
Overhead crossing erected				1						1
Re-location of crossing				1						1
Bell installed		1			1					2
Return fencing erected					1					1
Cross-buck button sign installed on present standard sign					1					1
Two three-position wigwags with one bell					1					1
Guard rail installed				1						1
	3	12	7	21	63	2	1	3	3	115

No. 14.—STATEMENT showing number of persons killed and injured at public highway crossings, separately, for the years ended December 31, 1929, 1930, 1931, 1932, and 1933.

Year	Gates		Bell		Lightning Flash Signal		Watchman		Unprotected		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
1929	4	16	22	66				16	114	397	140	495
1930	6	21	13	39		4	4		93	406	116	470
1931	1	19	16	46	5	2	1	14	75	375	98	456
1932	5	4	23	28	3	3	2	1	63	257	96	293
1933	3	16	9	31	1		3	1	59	240	75	288
	19	76	83	210	9	9	10	32	404	1,675	525	2,002



No 15.—STATEMENT showing number of highway crossing accidents investigated, and the nature of same, for each and every year separately, for years ended December 31, 1929, 1930, 1931, 1932, and 1933.

	Gates						Bell						Lightning Flash					
	1929	1930	1931	1932	1933	Total	1929	1930	1931	1932	1933	Total	1929	1930	1931	1932	1933	Total
Automobile.....	7	8	9	3	5	32	47	31	32	27	14	151	1	4	3			8
Horse and rig.....			2			2	3	3		1		7						
Pedestrian.....	5	7	6	4	4	26	9	5	3	3	7	27				1		1
Steam Roller.....																		
Bycycle.....							2					2			1			1
Grader.....																		
Motorcycle.....									1			1						
Tricycle.....																		
Tractor.....																		
Snowmobile.....																		
	12	15	17	7	9	60	59	41	36	31	21	188	1	5	3	1		10

	Watchman						Unprotected						Totals					
	1929	1930	1931	1932	1933	Total	1929	1930	1931	1932	1933	Total	1929	1930	1931	1932	1933	Total
Automobile.....	8		5	4	3	20	277	249	231	189	164	1,110	339	289	281	226	186	1,321
Horse and rig.....							20	17	9	21	12	79	23	20	11	22	12	88
Pedestrian.....			1			1	14	13	12	11	6	56	28	25	22	18	18	111
Steam roller.....								1				1		1				4
Bycycle.....												1		3	1			1
Grader.....									1			1			1			1
Motorcycle.....									1		1	2					1	3
Tricycle.....									1			1			1			1
Tractor.....									1			1			1			1
Snowmobile.....											1	1					1	1
	8		6	4	3	21	311	281	256	221	184	1,252	391	338	329	266	215	1,532

The total of 1,532 accidents covers 525 persons killed and 2,002 persons injured, as referred to in preceding statement.

No. 16.—STATEMENT showing the number of trespassers killed and injured, by provinces and railways, for year ended December 31, 1933.

	Nova Scotia		New Brunswick		Quebec		Ontario		Manitoba		Saskatchewan		Alberta		British Columbia		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Canadian National.....	9	1	2	4	9	23	26	35	5	6	5	8	4	9	1	3	61	89
Canadian Pacific.....			1	1	4	4	19	26			4	8	8	8	6	18	46	73
Quebec Ry., Light & Power.....					1	1											1	1
Algoma Central & Hudson Bay.....								1										1
British Columbia Electric.....																	1	1
Naperville Junction.....						1												1
Sydney & Louisburg.....	1	1													2	2	2	2
Great Northern.....																		
New York Central.....					1		1										1	1
Temiscouata.....					1												1	1
Quebec Central.....						1												2
Northern Alberta.....													1					
Pere Marquette.....							1											1
Toronto, Hamilton & Buffalo.....								1										1
Dominion Atlantic.....	1	1															1	1
Michigan Central.....							2	1									2	1
	11	3	3	5	16	30	49	64	9	14	9	16	12	18	9	25	118	175

No. 17.—STATEMENT showing the number of persons killed and injured on the various railways under the jurisdiction of the Board for the years ended December 31, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, and 1933.

Year	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1924.....	17	385	107	2,398	194	471	318	3,254
1925.....	6	354	76	2,008	190	593	272	2,955
1926.....	13	329	132	1,727	284	564	429	2,620
1927.....	13	382	101	2,051	239	658	353	3,091
1928.....	18	301	109	2,171	318	721	445	3,193
1929.....	16	349	105	1,891	305	714	426	2,954
1930.....	17	308	95	1,462	313	742	425	2,512
1931.....	9	426	51	1,531	257	723	317	2,680
1932.....	5	231	53	1,258	230	543	288	2,032
1933.....	5	244	44	1,272	207	521	256	2,037
	119	3,309	873	17,769	2,537	6,250	3,529	27,328

No. 18.—STATEMENT showing the number of persons killed and injured in the more prominent accidents on the various railways, under the jurisdiction of the Board, shown separately for years ended December 31, 1929, 1930, 1931, 1932, and 1933.

	1929		1930		1931		1932		1933		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Derailment.....	11	92	12	121	7	242	4	48	6	62	40	565
Collision, head-on.....	17	61		25	2	22		14			19	122
Collision, rear-end.....	2	23	1	9		14	5	21	4	8	12	75
Collision in yard.....	3	69	1	26	1	38	1	19	2	25	8	177
Collision with cars, open switch.....		16		3		3						22
Collision with cars standing foul.....				2								2
Collision at level diamond crossing.....		1	1	6		1			5	1	13	
Highway crossing protected.....	26	98	23	64	23	81	33	36	16	48	121	327
Highway crossing unprotected.....	114	397	93	406	75	375	63	257	59	240	404	1,675
Adjusting couplers, coupling, etc.....	5	105	3	60	3	59	3	53	1	62	15	339
Trespassing.....	142	136	168	205	142	200	125	191	118	175	693	907
Hand-car, motor, struck by train.....	5	18	8	30	8	10	4	11	7	5	32	74
Struck by switch-stand, etc.....	1	21		15	1	18		7		17	2	78
Crushed between cars and buildings.....	1	20	1	7		11	1	10		11	3	59
Falling off passenger train.....	4	16	2	11	3	9	1	6		6	10	48
Falling off top of car.....	2	47	1	25	1	14	2	17	2	15	8	118
Falling between cars.....	6	5	4	3	4	5	2	6	3	4	19	23
Jumping off train in motion.....	10	81	7	91	2	66	5	59	5	55	29	352
Attempt to board train in motion.....	1	72	5	67	3	58	5	42	2	49	16	288
Run down by engine or car.....	20	62	27	62	11	47	11	37	14	34	83	242
Explosion of locomotive boiler.....		1	2	5			6	5			8	11
	370	1,341	359	1,243	286	1,273	271	839	239	821	1,525	5,517

## RAILWAY COMMISSIONERS FOR CANADA

No. 19.—STATEMENT showing number of cars inspected, together with defects, for year ended December 31, 1933.

	Cars inspected	Cars defective	Per cent defective	Grand total defects	Couplers and parts	Per cent defective	Uncoupling mechanism	Per cent defective	Handholds	Per cent defective
Canadian Pacific.....	23,047	931	4.04	1,042	13	1.25	69	6.62	39	3.74
Canadian National.....	34,819	1,839	5.28	2,074	31	1.49	193	9.31	84	4.05
Dominion Atlantic.....	39	5	12.82	7	1	14.28				
Pere Marquette.....	526	9	1.71	10					2	20.00
Northern Alberta.....	270	7	2.59	7	1	14.28				
Great Northern.....	330	4	1.21	4						
Algoma Central & Hudson Bay.....	170									
Toronto, Hamilton & Buffalo.....	807	14	1.73	14			1	7.14	1	7.14
Esquimaux & Nanaimo.....	85	4	4.70	6			3	50.00		
Michigan Central.....	3,793	19	0.50	20			1	5.00		
British Columbia Electric.....	355	7	1.97	7			1	14.28	3	10.34
Sydney & Louisburg.....	265	20	7.54	29			1	3.45		
Totals.....	64,506	2,859	4.43	3,220	46	1.43	269	8.35	129	4.01

	Air brakes	Per cent defective	Ladders	Per cent defective	Sill steps	Per cent defective	Height of couplers	Per cent defective	Miscellaneous	Per cent defective
Canadian Pacific.....	481	46.16	31	2.97	35	3.36	277	26.58	97	9.31
Canadian National.....	1,045	50.38	34	1.64	96	4.63	325	15.67	266	12.82
Dominion Atlantic.....	2	28.57	2	28.57					2	28.57
Pere Marquette.....	6	60.00	1	10.00					1	10.00
Northern Alberta.....	4	57.14					1	14.29	1	14.29
Great Northern.....									4	100.00
Algoma Central & Hudson Bay.....	7	50.00	1	7.14						
Toronto, Hamilton & Buffalo.....	1	16.66			1	16.66			4	28.57
Esquimaux & Nanaimo.....	14	70.00	1	5.00					1	16.66
Michigan Central.....	5	71.43					1	14.28	4	20.00
British Columbia Electric.....	10	34.48			15	51.72				
Sydney & Louisburg.....										
Totals.....	1,575	48.91	70	2.17	147	4.57	604	18.75	380	11.80

No. 20.—STATEMENT showing defective safety appliances on freight cars as reported by the inspectors for year ended December 31, 1933.

## COUPLERS AND PARTS

Coupler body broken.....	14
Coupler body worn.....	1
Knuckle broken.....	2
Knuckle worn.....	3
Knuckle missing.....	1
Knuckle pin broken.....	6
Knuckle pin bent.....	1
Knuckle pin missing.....	1
Lock block broken.....	9
Lock block inoperative.....	5
Lock block missing.....	2
Lock block key missing.....	1
Total.....	46

## UNCOUPLING MECHANISM

Uncoupling lever broken.....	10
Uncoupling lever wrong.....	31
Uncoupling lever bent.....	40
Uncoupling lever incorrectly applied.....	22
Uncoupling chain broken.....	106
Uncoupling chain too short.....	2
Uncoupling chain kinked.....	14
Uncoupling chain missing.....	22
End casting broken.....	2
End casting bent.....	2
End casting loose.....	14
Keeper bent.....	2
Keeper loose.....	2
Total.....	269

## HANDHOLDS

Handhold broken.....	14
Handhold bent.....	81
Handhold loose.....	28
Handhold incorrectly applied.....	2
Handhold missing.....	4
Total.....	129

## HEIGHT OF COUPLERS

Coupler too high.....	5
Coupler too low.....	17
Carrier iron loose.....	582
Total.....	604

## AIR BRAKES

Triple valve defective.....	1
Reservoir loose.....	1
Cylinder defective.....	3
Cylinder loose.....	1
Cylinder and triple valve not cleaned within twelve months.....	809
Cylinder and triple valve not stencilled with date of cleaning.....	7
Cut-out cock defective.....	7
Release cock defective.....	3
Release cock missing.....	1
Release rod broken.....	6
Release rod missing.....	16
Angle cock defective.....	2
Train pipe broken.....	8
Train pipe loose.....	36
Train pipe bracket missing.....	14
Hose defective.....	1
Hose missing.....	6
Hose gasket missing.....	1
Retaining valve defective.....	16
Retaining pipe defective.....	40
Retaining pipe missing.....	1
Brake rigging defective.....	311
Brake cut out.....	284
Total.....	1,575

## LADDERS

Ladder round broken.....	3
Ladder round bent.....	31
Ladder round loose.....	19
Ladder round missing.....	6
Ladder loose.....	8
Ladder incorrectly applied.....	3
Total.....	70

## SILL STEPS

Sill step broken.....	3
Sill step bent.....	116
Sill step loose.....	17
Sill step incorrectly applied.....	7
Sill step missing.....	4
Total.....	147

MISCELLANEOUS TOTAL.....	380
GRAND TOTAL.....	3,220



## RAILWAY COMMISSIONERS FOR CANADA

No. 21.—STATEMENT of defects on freight cars shown separately for years ended December 31, 1929, 1930, 1931, 1932, and 1933.

	1929	1930	1931	1932	1933	Total
Couplers and parts.....	43	48	23	42	46	202
Uncoupling mechanism.....	433	361	300	314	269	1,677
Handholds.....	250	247	185	214	129	1,025
Air brakes.....	1,861	1,445	1,149	1,588	1,575	7,618
Ladders.....	80	86	54	83	70	373
Sill steps.....	453	469	208	203	147	1,480
Height of couplers.....	1,179	852	788	632	604	4,055
Miscellaneous.....	496	339	426	387	380	2,028
	4,795	3,847	3,133	3,463	3,220	18,458

No. 21A.—STATEMENT of cars inspected and defective, shown separately for years ending December 31, 1929, 1930, 1931, 1932, and 1933.

	1929	1930	1931	1932	1933	Total
Cars inspected.....	69,265	64,708	49,757	74,216	64,506	322,452
Cars defective.....	4,123	3,400	2,777	3,127	2,859	16,286
Percentage defective.....	5.95	5.25	5.58	4.21	4.43	5.05

No. 22—STATEMENT showing number of locomotives inspected, and number of defects, on the various railways under the Board's jurisdiction, for the year ended December 31, 1933.

Classification Number		C.N.R.	C.P.R.	S. & L.	E. & N.	G.N.R.	E.T.R.	N.A.R.	N.Y.C.	M.C.R.	Q.C.R.
2.	Arch tubes.....		1								
3.	Ashpans or mechanism.....	3									
5.	Blow-off cocks.....	10	1								
6.	Boiler checks.....		1								
7.	Boiler shell.....										
8.	Brake equipment.....	1									
9.	Cabs or cab windows.....	16	2								
11.	Cab cards.....	6	10								
12.	Coupling or uncoupling devices.....	5									
15.	Cylinders, saddles, or steam chests.....	21		5							
17.	Domes or dome caps.....	1									
19.	Draw gear.....	3									
21.	Fire-box sheets.....	1									
23.	Frames, tail pieces or braces, locomotives.....							1			
26.	Gauge or gauge fittings, steam.....	2									
27.	Gauge cocks.....	1	1								
28.	Grate shakers.....	5	3					1			
29.	Handholds.....	1									
31.	Injectors and connections.....	25									
32.	Inspection or test not made as require.....	23	9								
33.	Lateral motion.....	4	2								
34.	Lights, cab or classification.....	6	3								
38.	Packing nuts.....	1	5								
40.	Pilot or pilot beams.....	1									
41.	Plugs or studs.....	3									
44.	Safety valves.....	2	4								
46.	Springs or spring rigging.....	1									
50.	Steam pipes.....	8	3								
51.	Steam valves.....	3									
52.	Steps.....	4									
53.	Tanks or tank valves.....	11	1								
54.	Tell-tale holes.....	9	5								
55.	Throttle, or throttle rigging.....	13									
56.	Trucks, engine or trailing.....	1	1					1			
57.	Trucks, tender.....	3									
59.	Washout plugs.....	2	1								
61.	Water glass fittings or shield.....	5									
		10	1					1			







No. 23.—STATEMENT showing summary of reports on fires in forest sections originating within 300 feet of track along railway lines under the jurisdiction of the Board, season of 1933.

	Canadian Pacific Eastern Lines) (a)	Canadian Pacific Western Lines) (b)	Canadian National Atlantic Region) (c)	Canadian National (Central Region) (d)	Canadian National (Western Region) (e)	Algonia Central and Hudson Bay (f)	Northern Alberta Railways (g)	Great Northern Railway (h)	Miscel- lanous Railways (i)	Totals
<b>FIRES OF RAILWAY ORIGIN</b>										
<i>Number by causes—</i>										
Locomotive, Class A fires	5	18	22	9	1	3	3	1	1	59
Locomotive, Class B fires	7	13	13	11	12	1	1	1	4	80
Locomotive, Class C fires	3	6	6	3	6					24
Employees, Class A fires	2		2	4	2					10
Employees, Class B fires	6	6	11	6	9	6	2			46
Employees, Class C fires				1	3	3	4			13
Total, Class A fires	7	18	24	13	3	3	7	1		69
Total, Class B fires	13	37	24	17	21	7	2	1	4	126
Total, Class C fires	3	9	8	4	9	4				37
Total, all Railway Fires	23	64	56	34	33	14	2	2	4	232
<i>Areas burned, acres—</i>										
Young forest growth	12	3,135	486	97	91	3			6	3,830
Merchandise timber	8	1,224	221	20	112	5				1,500
Slashing or old burn	145	4,544	310	10	66	472				5,347
Other classes of land	108	10,947	399	26	530	42	13	1	9	12,076
Total	273	19,850	1,416	154	799	522	13	1	15	23,043
<i>Value of property destroyed—</i>										
Young forest growth	\$ 16	\$ 6,080	\$ 2,882	\$ 168	\$ 195	\$ 1	\$ 1	\$ 1	\$ 15	\$ 9,353
Standing timber		3,803	3,215	10	158					7,186
Forest products		32		42	3					77
Other property	707	5,559	9,064	1,722	831			700		18,583
Total	\$ 723	\$ 15,474	\$ 15,161	\$ 1,942	\$ 1,187	\$ 1	\$ 1	\$ 700	\$ 15	\$ 35,204
<b>KNOWN CAUSES OTHER THAN RAILWAY</b>										
<i>Number by causes—</i>										
Campers and travellers, Class A, fires	3	17	2	17	6	1	2	1	5	54
Campers and travellers, Class B, fires	15	13		11	9		3			51
Campers and travellers, Class C, fires	3	1		1	1		1			7

Settlers, Class A, fires.									
Settlers, Class B, fires.	1	4	2	1	7	1	2	1	1
Settlers, Class C, fires.	1	1	1	3	4	1	1	7	24
Other known causes, Class A, fires.	3	2	1	2	6	1	1	7	7
Other known causes, Class B, fires.	1	1	1	1	4	1	1	7	12
Other known causes, Class C, fires.	3	5	1	2	1	1	1	7	7
Total, Class A.	4	19	2	1	1	1	2	5	67
Total, Class B.	19	18	2	21	16	1	5	1	82
Total, Class C.	3	7	2	21	16	1	5	1	21
Total.	26	44	4	45	34	3	8	1	170
Areas burned (acres) —									
Young forest growth.	11	56		29	71	18	18		203
Merchantable timber.	10	50		12	150				222
Slashing or old burn.	33	1,550		731					2,321
Other classes of land.	253	536	8	56	284	2	7		946
Total.	307	1,992	8	828	512	20	25		3,692
Value of property destroyed —									
Young forest growth.	\$ 551	\$ 838	\$	15 \$	22		\$ 75	\$	\$ 1,501
Standing timber.				30	3,000				3,030
Forest products.	128	9,720		59,035	128				68,883
Other property.		4,865		10,043	1,235	2			16,273
Total.	\$ 679	\$ 15,423	\$	\$ 69,123	\$ 4,385	2 \$	75 \$	\$	\$ 89,687
FIRES OF UNKNOWN ORIGIN									
Number—									
Class A.		1	2	4	4				11
Class B.	6	3	5	2	4		1	1	22
Class C.	2	1					1		4
Total.	8	5	7	6	8		2	1	37
Areas burned (acres) —									
Young forest growth.	18	2	2	2				1	25
Merchantable timber.		5	1						6
Slashing or old burn.		1							1
Other classes of land.	37	22	1	1	3		250		314
Total.	55	30	4	3	3		280	1	346

No. 23.—STATEMENT showing summary of reports on fires in forest sections originating within 300 feet of track along railway lines under the jurisdiction of the Board, season of 1933.—*Concluded.*

	Canadian Pacific Eastern Lines)	(a)	Canadian Pacific (Western Lines)	Canadian National (Atlantic Region)	Canadian National (Central Region)	Canadian National (Western Region)	Algonia Central and Hudson Bay	Northern Alberta Railways	Great Northern Railway	Miscel- laneous Railways	Totals
		(b)								(c)	
<i>Value of property destroyed—</i>											
Young forest growth.....	\$ 16	\$.....	\$.....	\$ 10	\$ 3	\$.....	\$.....	\$.....	\$.....	\$ 3	\$ 32
Standing timber.....		30	10	10							\$ 40
Forest products.....	3	5	2		5	10					\$ 25
Other property.....											
Total.....	\$ 19	\$ 35	\$ 22	\$ 8	\$ 10	\$.....	\$.....	\$.....	\$.....	\$ 3	\$ 97

(a) Includes Dominion Atlantic Railway.

(b) Includes Esquimalt and Nanaimo Railway.

(c) Includes following lines: Cumberland Railway and Coal Company; Maine Central; Nipissing Central and Sydney and Louisburg.

Class A fires are those which cover an area less than one-fourth acre, regardless of amount of damage.

Class B fires are those which cover an area of one-fourth acre to ten acres.

Class C fires are those which cover an area over ten acres.

No. 24. STATEMENT showing summary of fires of railway origin in forest sections, classified by causes, season of 1933.

Cause of Fire	Number of Fires					Forest Land Burned			Non-forest land burned		Damage to Forest Products	Damage to Other Property	Area		Grand totals		Per cent
	Class			Total	Per cent	Acres	Per cent	Acres	Per cent	Acres			Per cent	Acres	Per cent		
	A	B	C								Damage	Acres				Per cent	
Locomotive.....	59	80	24	163	70.26	10,104	92.13	\$ 16,044	96.98	11,933	98.82	\$ 37	17,463	22,037	95.63	33,544	95.28
Employee.....	10	46	13	69	29.74	863	7.87	500	3.02	143	1.18	40	1,120	1,006	437	1,660	4.72
Totals.....	69	126	37	232	100.00	10,967	100.00	16,544	100.00	12,076	100.00	77	18,583	23,043	100.00	35,204	100.00

No. 25.—STATEMENT showing summary reports of fires in forest sections originating within 300 feet of track along railway lines under the jurisdiction of the Board, season of 1933; showing by provinces the number of fires, areas burned and value of property destroyed, by classified causes.

Provinces	Fires of Railway Origin					Known causes other than Railway					Fires of Unknown Origin				
	No.	Per cent	Acres	Per cent	Value	No.	Per cent	Acres	Per cent	Value	No.	Per cent	Acres	Per cent	Value
Nova Scotia.....	38	16.38	1,293	5.33	14,782	2	1.18	8	0.22	\$ 35	5	13.51	4	1.15	\$ 19
New Brunswick.....	27	11.64	273	1.21	790	2	2.35	2	0.05	5	4	10.81	21	6.07	19
Quebec.....	24	10.35	203	0.88	229	26	15.29	755	20.45	5,543	8	21.62	33	9.54	6
Ontario.....	61	26.29	1,480	6.42	2,268	68	40.00	1,236	33.48	70,466	8	21.62	23	6.65	22
Manitoba.....	10	4.31	378	0.17	226	5	2.94	15	0.40	1	2	5.41	1	0.29	20
Saskatchewan.....	2	0.86	27	0.12	3	2	1.18	70	1.90	21	1	2.70	1	0.29	20
Alberta.....	4	1.72	15	0.07	3	25	14.71	266	7.20	868	3	8.11	250	72.25	30
British Columbia.....	66	28.45	19,432	84.33	16,905	38	22.35	1,340	36.30	12,763	6	16.22	14	4.05	30
Yukon Territory.....	232	100.00	23,043	100.00	35,204	170	100.00	3,692	100.00	89,637	37	100.00	346	100.00	97
Totals.....	232	100.00	23,043	100.00	35,204	170	100.00	3,692	100.00	89,637	37	100.00	346	100.00	97





# REPORT OF THE COMMISSIONERS

53

Bridges, Secs. 249-251.....	3	5	2	3	1	4	1	8	1	1	1	1	2	3	6	8	41
Tunnels, subways, Secs. 249-251.....	3	1	2	1			2		4	2						1	20
Tolls and Traffic on Bridges and Tunnels, Sec. 359.....		1															3
Condition of round houses.....																	1
Opening of Ry., Secs. 276-277.....																	3
Condition of Ry., Sec. 283.....	1																1
Rolling Stock, Secs. 298-301.....	8	7	2	1	2	2	1	3	5	13	4	2	2	2	2	3	27
Train service.....			7	2	2	2	1	1	1	1	1	2	2	1			13
Working of trains, Sec. 287.....																	39
Running of trains, Secs. 302-304.....	2																3
Accommodation for traffic, Sec. 312.....	1	1	1	1	2	1	3	2	2	2	3	1	1	1	1	2	5
Provision for carriage, Secs. 344-348.....	1		1	1	1	1	1	2	3	3	4	3	2	2	5	19	14
Clearances.....																	24
Dangerous commodities, Secs. 349-350.....		1															3
Thistles and weeds, Secs. 279-280.....																	1
Proceedings of Arbitrator, Sec. 226.....																	1
By-laws re tolls, Sec. 323.....	1	1	1	1													1
Adjustment in Rates.....	3	3	8	1													1
Freight classification, Sec. 322.....	2	3	1	1													3
Filing of Tariffs.....			1	1													45
Bills of Lading, Sec. 348.....																	11
Red, Rates and free transportation, Secs. 345-346.....																	2
Disallowance of tariffs, Sec. 325.....	1		2	1													1
Standard Frt. Tariffs, Sec. 330.....	1		4	1													10
Standard Pass. Tariffs, Sec. 334.....																	15
Special Frt. Tariffs, Sec. 331.....																	2
Special Pass. Tariffs, Sec. 335.....																	2
Express Tolls, Secs. 360-366.....																	1
Carriage by Express, Sec. 364.....	3	9	3	2	2	2	1	1	1	1	1	2	1	2	1	3	17
Telephone Tolls, Sec. 375.....		2	1														1
Statistics and Returns, Secs. 379-384.....		1															7
Claims and Refunds.....		3	3	1	1	1											60
Enquiries.....		2	2	2	2	2											5
Requests.....		1															2
Complaints.....		9															23
Miscellaneous.....	4	16	28	6	15	1											11
Stations, Frt. Sheds, etc., destroyed by fire.....		6	3		4	1											23
Ry. Grade Crossing Fund, Sec. 262.....			1	3	1	1											4
	197	204	196	127	156	168	137	160	150	187	149	182	2,013				

## APPENDIX "E"

LIST of Cases Appealed to the Supreme Court of Canada, from February 1, 1904,  
to December 31, 1933

File No.	Subject	Decision
643	Montreal Terminal Ry. Co. vs. Montreal Street Ry. Co., Pius IX Ave., upon question of jurisdiction.	Allowed.
1455	James Bay Ry. Co. vs. G.T.R. Co. undercrossing at point near Beaverton, Ont., Lot 13, Con. 7, Twp. of Thorah.	Dismissed.
1492	James Bay Ry. Co., vs. G.T.R. Co. Crossing Belt Line Spur. Question of Law.	Dismissed.
383	Ottawa Elec. Ry. Co. and City of Ottawa, Ont., vs. Canada Atlantic Ry. Co., re Bank Street Subway, Ottawa. Question of Law.	Dismissed.
1621	Toronto Ry. Co. against Order 7813, July 3, 1909, re high level bridge over Don Improvement and tracks of G.T.R. and C.P.R., Toronto, Ont. Question of Jurisdiction.	Dismissed.
589	Re Toronto Union Station, A. R. Williams, expropriation. Question of Jurisdiction.	Dismissed.
C. 1680	Essex Terminal Ry. Co. and W. E. & L.S.R. Ry. Co. crossing in Twp. of Sandwich, Ont. Question of Law.	Dismissed.
C. 1309	Robinson vs. G.T.R. Co. Two-cent rate. Question of Law.	Dismissed.
689	C.P.R. Co. vs. G.T.R. Co. re branch line at London, Ont. Question of Jurisdiction.	Dismissed.
1497	T. D. Robinson vs. C.N.R. Co. Spur at Winnipeg. Question of Jurisdiction.	Dismissed.
9527	Montreal Street Ry. re rates, Mount Royal Ward. Question of Jurisdiction.	Allowed.
C. 1419	Ontario Department of Agriculture vs. G.T.R. Co. re station at Vineland, Ont. Jurisdiction.	Dismissed.
C. 3322	Re Toronto Viaduct Appeal of C.P.R. Co. Question of Law.	Dismissed.
C. 4897	Refencing and cattle guards, Order 7473, Appeal of C.N.R. Co. upon question of Jurisdiction.	Allowed.
C. 4492	City of Toronto, Ont. vs G.T.R. and C.P.R. Cos. re commutation rates. Question of Law.	Withdrawn.
C. 3378	City of Ottawa, Ont. and County of Carleton re Richmond Road Viaduct. Question of Jurisdiction.	Dismissed.
C. 2545	G.T.R. Co. and C.N.O.R. Co. re spur in Twp. of Carboro, Ont. Question of Jurisdiction.	Dismissed.
13079	G.T.R. Co. vs. British American Oil Cos. re oil rates. Question of Law.	Dismissed.
C. 3269	G.T.P.R. Co. vs City of Fort William, Ont., re location Question of Jurisdiction.	Dismissed.
1319	N.S.T.C. & T. Ry. Co. vs. Davy. Question of Jurisdiction.	Allowed.
11965	Clover Bar Coal Co. and Wm. Humberstone vs. G.T.P. and the Clover Bar Sand & Gravel Co. Question of Jurisdiction.	Dismissed.
15580	Regina Rates Case. Question of Law.	Dismissed.
12682	G.T.P.R. Co. vs. A. E. Purcell of Saskatoon, Sask. Question of Jurisdiction.	Dismissed.
17963	C.P.R. Co. vs. British American Oil Companies. Question of Jurisdiction.	Dismissed.
C. 3269	G.T.R. & C.P.R. Co. vs. Canadian Oil Companies. Question of Jurisdiction.	Dismissed.
15530	B.C. Elec. Ry. Co., V.V. & E. Ry. Co. vs. City of Vancouver, B.C. Question of Jurisdiction.	Dismissed.
20062	E. B. Chambers and W. E. C. Phair vs. C.P.R. Co. Question of Jurisdiction.	Allowed.
27095	C.N.R. Co. vs. Wm. A. Taylor. Jurisdiction.	Dismissed.
1487	G.T.R. Co. vs. City of Edmonton, Alta. Question of Law.	Dismissed.
18578	Montreal Tramways and M.P. & I. Ry. Co. vs. Lachine, Jacques Cartier & Maisonneuve Ry. Co. Question of Jurisdiction.	Dismissed.
19435	City of Hamilton, Ont. vs. T. H. & B. Ry. Co. Question of Jurisdiction.	Allowed.
14329-9	G.T.R. Co. vs Hepworth Silicon Pressed Brick Co. Question of law.	Dismissed.
23009	Toronto Ry. Co. and City of Toronto, Ont., vs. C.P.R. Co. Question of Law and Jurisdiction.	Dismissed.
21428	City of Edmonton, Alta., vs. E.D. & B.C. Ry. Co. Question of Law.	Dismissed.
12021-70	Ingersoll Tel. Co. and others vs. Bell Tel Co. Question of Law.	Dismissed.
9437-153	G.T.R. Co. vs. Bourassa of Laprairie, Que. Question of Law and Jurisdiction.	Withdrawn.
C.3935	G.N.W. Tel. Co. submit of opinion of Court a question of law involved in matter of General Order No. 162.	Abandoned.
16171	Govt. of Manitoba and J. S. Ashdown Hardware Co., re 15% increase in freight rates. Question of Jurisdiction.	Abandoned.
27524	C.P.R. Co. vs. Dept. of Public Works for Ontario re crossing in Twp. of Kirkpatrick. Question of law.	Withdrawn.



LIST of Cases Appealed to the Supreme Court of Canada, from February 1, 1904, to December 31, 1933—*Continued*

File No.	Subject	Decision
11118	E. & N. Ry. Co. <i>re</i> right of City of Victoria, B.C. to have access over bridge at Victoria Harbour. Jurisdiction.....	Abandoned.
28439	Munic. of Burnaby, B.C., vs. B.C. Elec. Ry. Co. <i>re</i> commutation rates. Jurisdiction.....	Abandoned.
28950	City of Toronto vs. Toronto Terminal Ry. Co. <i>re</i> Pressure pipes under Bay, Scott and Yonge Sts., Toronto, Ont. Question of Law.....	Dismissed.
C. 3378	Application of Mr. Wagenast for a stated case in <i>re</i> Brampton commutation rates. Question of Law.....	Dismissed.
C. 2987	Ottawa Elec. Ry. Co. against Order of the Board disallowing proposed increase in passenger rates. Jurisdiction.....	Allowed.....
21404-6	Board submits stated case for the opinion of the Court, question of jurisdiction in matter of B.C. Elec. Ry. Co.'s application for increased rates. Jurisdiction.....	Abandoned.
28140	C.P.R. Co. upon question of law arising out of the application of Dept. of Lands, Forests & Mines, Prov. of Ontario, for an Order directing C.P.R. Co. to provide and construct an overhead crossing at its expense between lots 6 and 7, Con. 1, Eaton Twp., Ont. April 1, 1922. (Appeal allowed with cost.) (Question answered in the negative.).....	Allowed.
30381	V.V. & E. Ry. & Nav. Co. vs. Vancouver Harbour Commissioners and the C.N. Rys. from Order 31647, dated Oct. 15, 1921. Jurisdiction.....	Dismissed.
31351-1	Luscar Collieries, Ltd., on question of jurisdiction from Order dated May 23, 1924, in matter of Luscar Collieries Ltd. vs. N. S. McDonald and the C.N. Rys. ....	Dismissed.
32812-1	Governments of Alberta, Saskatchewan and Manitoba from General Order 408, dated 14 Oct., 1924, <i>re</i> Crows Nest Pass Rates. ....	Allowed.
34285	C.N. Ry. Co. Against Orders 39348, 39349 and 39542 <i>re</i> through rates via Saint John and Sainte Rosalie Gateways. Appeal allowed in respect of movements through Saint John and dismissed in respect of movements through Sainte Rosalie.....	Allowed (partly).
24822	Toronto Transportation Commission from Board's Order 40120, dated Jan. 3, 1928, <i>re</i> contribution toward cost of reconstructing bridge over C.N. Rys. tracks at Main St., Toronto, Ont. ....	Dismissed.
4000-3	Montreal Tramways Co. against Board's Order 42501 as amended by Order 42773, dated June 7, 1929. Jurisdiction.....	Dismissed.
16645-73	C.N. Rys. from Order 41945, dated Dec. 21, 1928, authorizing opening for the carriage of traffic, portion of its line from Mile 361-3 at Willingdon to Mile 428-7 at Strathcona, Alta. Law and Jurisdiction.....	Dismissed.
6713-213	B.C. Elec. Ry. Co. from Order 42808 dated June 10, 1929. Jurisdiction.....	Dismissed.
34123-74	Govt. of Alberta from Order 45846 dated Nov. 25, 1930, <i>re</i> tariffs on grain and flour to Fort William, Westport and Armstrong and to Vancouver. Question of Law.....	Dismissed.
9437-319-7	M.L.H. & P. Consolidated, B.T. Co., Montreal Tramways Co. and The Montreal Tramways Commission, from Order 45410 dated Sept. 16, 1930, <i>re</i> subway at d'Argenson St., Montreal. Question of Law.....	Dismissed.
9437-319-13	M.L.H. & P. Consolidated, B.T. Co., Montreal Tramways Co. and Montreal Tramways Commission from Order 45427 dated Sept. 16, 1930, <i>re</i> subway on Saint Antoine St., Montreal. Question of Law.....	Dismissed.
9437-319-16	M.L.H. & P. Consolidated, City of Montreal and B.T. Co. against Order 46203 dated Feb. 2, 1931, <i>re</i> application of C.N. Rys. to cross highways and road allowances in Montreal and other municipalities, etc., with a proposed line between Longue Pointe and Eastern Jct., Que. Law and Jurisdiction.....	Dismissed.
32453-11	B.T. Co. against Order 46083, dated Jan. 8, 1931, <i>re</i> St. Clair Ave. Subway, Toronto, Ont. (C.N. Rys.) Law and Jurisdiction.....	Dismissed.
20161	B.T. Co. against Order 45813, dated Nov. 14, 1930, <i>re</i> grade separation in Hamilton, Ont. Law and Jurisdiction.....	Dismissed.
C. 4704	Canadian Electrical Assn. and the Hydro Electric Power Commission of Ontario against General Order 490, dated Feb. 20, 1931, amending rules for wires erected along and across railways. Law and Jurisdiction.....	Dismissed.
27929-40	Pere Marquette Ry. Co. and the Lake Erie and Detroit River Ry. Co. from Order 48736 dated June 16, 1932. Jurisdiction.....	Allowed.
37756	City of Toronto against Order 47439 dated Sept. 25, 1931, <i>re</i> Eglinton Ave Bridge in the Village of Forest Hill, Ont. Jurisdiction.....	Allowed.
26782-21	Quebec Railway, Light and Power Co. against Order 48062 dated Feb. 1, 1932, in the matter of Charlesbourg Road Subway in the City of Quebec. Law and Jurisdiction.....	Pending.
35594	City of Windsor, Ont., from Order 50037 dated Jan. 26, 1933, in the matter of bridge over C.N. Rys. on Sandwich St., in the Town of Walkerville, Ont. Jurisdiction.....	Dismissed.
38702	C.P.R. Co., vs. C.N. Rys., against Order 50139 dated July 12, 1933, in the matter of an agreement dated Jan. 29, 1929. Question of Law.....	Dismissed.



## RAILWAY COMMISSIONERS FOR CANADA

LIST of Cases Appealed to the Supreme Court of Canada, from February 1, 1904,  
to December 31, 1933—*Concluded*

## SUMMARY

Dismissed.....	44
Allowed.....	13
Abandoned.....	5
Withdrawn.....	3
Pending.....	1
Total.....	66

LIST of Appeals to the Governor General in Council, February 1, 1904, to ..  
December 31, 1933

File No.	Subject	Decision
389	Bay of Quinte Ry. crossing C.P.R. at Tweed, Ont.....	Allowed.
1455	James Bay Ry. Co. vs. G.T.R. Co. Crossing near Beaverton, Ont.....	Dismissed.
1781	G.T.R. Co. vs. City of Chatham, Ont., street crossings.....	Dismissed.
12992	Maniwaki Branch, C.P.R. train service from Ottawa.....	Referred back.
2030	Re Tariffs of certain Yukon Railways.....	Dismissed.
17716	C.P.R.—Longue Pointe Spur through Town of Maisonneuve, Que.....	Dismissed.
18787	South Hazelton Townsite vs. G.T.P.R. Co., re Cameron Bay.....	Referred back.
3452-30	J. Y. Rochester vs. G.T.P.R. Co., re Cameron Bay.....	Dismissed.
12912	Park Ave. Subway, Saint Louis, Que.....	Dismissed.
17040	Lambton to Weston Spur and C.P.R.....	Abandoned.
C. 3322	Toronto Viaduct Case.....	Dismissed.
12021-70	City of Toronto re North Toronto Grade Separation.....	Dismissed.
16177	C.P.R. Co. vs. Mountain Lumber Manufacturers' Assn., re lumber rates.....	Withdrawn.
19024	Charles Miller of Toronto vs. G.T.P.R. Co., re station at Prince George, B.C.....	Dismissed.
17716-10	C.P.R. Co. vs. Town of Maisonneuve, Que., Highway crossings.....	Dismissed.
22681-25	City of Montreal, Que. vs. C.N.R. Co. siding across Stadacona and Marlboro streets, Montreal.....	Abandoned.
21418	City of Prince George, B.C., re location of G.T.P.R. Co station between Oak and Ash streets.....	Dismissed.
21660	C.N.O.R. Co. vs Twp. of Loughboro, Ont.....	Dismissed.
26169	C.P.R. & C.N.R. Cos. re interswitching at Eastern Public Cattle Market, Montreal, Que.....	Abandoned.
17040	C.P.R. Co. re Lambton to Western Spur. (2nd Appeal).....	Referred back.
27693	City of Hamilton, Ont. vs. G.T.R. Co. re passenger service on Northern & N.W. Bch. between Hamilton and Burlington Beach and Town of Burlington, Ont.....	Abandoned.
27840	Winnipeg Board of Trade re 15% increase in freight rates.....	Dismissed.
28439-3	Town of Saint Lambert, Que., re increase in rates on the M. & S.C. Ry.....	Dismissed.
28230	City of Hamilton, Ont., re Kinnear Yard.....	Referred back.
29040-2	National Dairy Council of Canada on behalf of Ice Cream Manufacturers re classification of ice cream.....	Referred back.
C. 955	Proprietors' League of Montreal, Que. re increase in Bell Tel. Co's. rates.....	Dismissed.
30434	City of Windsor, Ont., for an Order rescinding Order 30028, authorizing C.P.R. Co. to construct tracks of proposed freight shed at grade across unopened portion of Caron Ave., Windsor, Ont.....	Dismissed.
29996	City of Toronto, Ont. against General Order 308, authorizing a general increase in freight rates.....	Referred back.
C. 955	City of Toronto, Ont., against Boards' judgment dated 18th April, 1921 re increase in Bell Telephone Cos.' rates.....	Referred back.
23092-2	C.N.Q. Ry. Co. against Order 31312 re crossing Pointe aux Trembles Ry. at Pointe aux Trembles, Que.....	Referred back.
30380	City of Toronto, Ont. against Boards' Ruling (General Order 327) re express rates.....	Dismissed.
30380-13	National Dairy Council of Canada from Boards' decision and for an Order for the cancellation of the 20% increase in cream rates.....	Referred back.
17112-27	Dominion Millers' Assn. from Boards' Judgment dated 6th March, 1922, in matter of flour arbitraries over wheat for export.....	Dismissed.
29040-2	National Dairy Council of Canada on behalf of ice cream manufacturers from Order 28883 re express classification of ice cream.....	Dismissed.
30686-2	Provinces of Alberta and British Columbia from Order dated 30th June, 1922. (General Order 366) in matter of railway tolls.....	Referred back.
30380-13	National Dairy Council of Canada against ruling of the Board of 21st Nov., 1922 re 20% increase in cream rates.....	Allowed.

LIST of Appeals to the Governor General in Council, February 1, 1904, to  
December 31, 1933—*Concluded*

File No.	Subject	Decision
3025-16	N. ST. C. & T. Ry. Co. against Order 33190 dated 1st Dec., 1922 <i>re</i> relocation of its line on Oak and Merritt Streets, Merriton, Ont.	Withdrawn.
32812-1	Governments of Alberta, Saskatchewan and Manitoba from Order No. 408 dated 14th Oct., 1924, <i>re</i> Crows Nest Pass Rates. Allowed under decision of Supreme Court. P.C. 2220 and P.C. 886.	
9574-22	Canadian Shippers' Traffic Bureau against Order 36646 dated 27th July, 1925, <i>re</i> claim against G.T.R. Co. for refund of alleged freight overcharges.	Allowed.
30686-2	Governments of Alberta and Saskatchewan <i>re</i> rates on grain and flour moving to the Pacific Coast for export.	Dismissed.
34123	United Farmers of B.C., Fraser Valley District Council, <i>re</i> General Order 448 dated 26th Aug., 1927 and freight rates on grain and flour and grain products moving over the C.P.R. and C.N.Rys.	Referred back.
490-3	Consumers Glass Co., Ltd., Montreal, Que., from Board's Judgment dated 30th Jan., 1931 and Order 46489 dated 1st April, 1931, <i>re</i> freight rates on glass bottles and jars, in carloads, from Montreal, Que. to points in Canada.	Dismissed.
38316	Lakeside Milling Co. Ltd. of Toronto, on behalf of itself and all other Inland Grain Millers in Ontario from Board's Judgment dated 9th June, 1932 and Order 48728 dated 10th June, 1932, <i>re</i> tariffs on grain and grain products from bay ports to destinations Montreal, Que. and south and east thereof, including Maritime Provinces.	Pending.
36800-1	Employees of the Michigan Central Ry. Co., (N.Y.C. RR., lessee) at Montrose, Ont. and others, from Board's Judgment dated 20th July, 1932 and Order 48890 dated 22nd July, 1932, in matter of alleged abandonment of the Montrose Yards.	Pending.
		Dismissed.

## SUMMARY

Dismissed.....	22
Allowed.....	3
Abandoned.....	4
Withdrawn.....	2
Pending.....	2
Referred back.....	11
Total.....	44

## APPENDIX "F"

GENERAL ORDERS AND CIRCULARS OF THE BOARD FOR  
THE YEAR ENDED DECEMBER 31, 1933

## GENERAL ORDER No. 509

*In the matter of the General Orders of the Board Nos. 159 and 506, dated respectively February 18, 1916, and December 3, 1932, amending Rule 93 of the train rules, designated as the "Uniform Code for Canadian Railways," approved by General Order No. 42, dated July 12, 1909.*

File No. 4135.21

MONDAY, the 6th day of February, A.D. 1933.

HON. C. P. FULLERTON, K.C., *Chief Commissioner.*  
S. J. McLEAN, *Assistant Chief Commissioner.*  
F. A. LABELLE, *Deputy Chief Commissioner.*  
Hon. T. C. NORRIS, *Commissioner.*  
J. A. STONEMAN, *Commissioner.*  
G. A. STONE, *Commissioner.*

Upon reading the submissions filed on behalf of the Canadian Pacific and the Canadian National Railway Companies, and the report and recommendation of the Chief Operating Officer of the Board,—

*It is ordered:*

1. That rule 93 of the train rules, designated as the "Uniform Code for Canadian Railways," approved by the said General Order No. 42, be amended by adding thereto the following:—

"By night, or in foggy or stormy weather, a red light must be placed on unattended cars or dead engines obstructing main tracks within yard limits."

2. That General Orders Nos. 159 and 506, dated respectively February 18, 1916, and December 3, 1932, be, and they are hereby, rescinded.

C. P. FULLERTON,  
*Chief Commissioner.*

## GENERAL ORDER No. 510

*In the matter of the General Order of the Board No. 330, dated February 16, 1921, as amended by General Order No. 416, dated May 14, 1925, prescribing the regulations regarding inspection of railway steam boilers, other than locomotive boilers, of railway companies subject to the jurisdiction of the Board.*

File No. 29110.1

THURSDAY, the 2nd day of March, A.D. 1933.

HON. C. P. FULLERTON, K.C., *Chief Commissioner.*  
G. A. STONE, *Commissioner.*

Upon the report and recommendation of the Chief Operating Officer of the Board,—

*It is ordered:* That, pending further investigation and study, the said General Order No. 330, dated February 16, 1921, as amended by General Order

No. 416, dated May 14, 1925, be, and it is hereby, further amended by adding at the end thereof the following regulations regarding steam heat or steam power lines, which shall apply forthwith, namely:—

## XX

“The Chief Mechanical Officer of the railway will be held responsible for the operation and inspection of all steam heat and steam power lines from where the same are connected to the boilers to the end of the lines, or/and to and including the point at which steam is delivered to any hotel, other building, or plant not immediately connected with the railway station, office buildings, shops, or other works.

“The operator in charge of each plant, and every assistant must be a qualified and competent steam boiler man.

“The maximum steam pressure to be carried in any pipe line shall be determined by the Chief Mechanical Officer using the recognized formulae for determining such safe working pressure.

## INSPECTION

### XXI

“Before being placed in service, and not less than once each twelve months thereafter, each pipe line and the appurtenances, including expansion joints, bi-pass, reducing valves, and other exposed parts, must be thoroughly inspected, and any leaks or other defects disclosed by such inspection must be repaired before being returned to service.

## OPERATION

### XXII

“The charging of pipe lines, after a period of close-down or in changing the pressure from one line to another, must be under the direct supervision of the mechanical officer in charge of the plant.

“All drains, drips, and valves throughout the system must be open to their fullest extent and the pressure built up gradually. None of the valves must be closed until all condensate has been allowed to drain out of the pipes.

## INSTRUCTIONS

### XXIII

“Careful instructions governing the operation must be issued to all members of the staff concerned, and renewed from time to time.”

C. P. FULLERTON,  
*Chief Commissioner.*

## GENERAL ORDER No. 511

*In the matter of the application of the Canadian Freight Association, under Section 322 of the Railway Act, for approval of proposed Supplement No. 6 to Canadian Freight Classification No. 18, on file with the Board under file No. 33365.91.*

TUESDAY, the 21st day of March, A.D. 1933.

Hon. C. P. FULLERTON, K.C., *Chief Commissioner.*  
S. J. McLEAN, *Assistant Chief Commissioner.*

Whereas notice has been given by the Canadian Freight Association in the *Canada Gazette*, as required by section 322 of the Railway Act, and copies



of the said supplement furnished to the organizations named in the General Orders of the Board Nos. 271, 348, 353, 469, and 471, with the request that their objections, if any, be filed within thirty days; and upon consideration of the objection filed by the Bartram Paper Products Company, Limited, Vancouver, British Columbia, and the report and recommendation of the Chief Traffic Officer of the Board,—

*It is ordered:* That the said proposed Supplement No. 6 to Canadian Freight Classification No. 18 be, and it is hereby, approved, subject to the following changes and additions, namely:—

Page No.	Item No.		L.C.L.	C.L.
9	10	Elevators, Freight or Passenger, and necessary equipment therefor: Add to this item:— Traction Machines, Gear or Gearless.		
9 and con- tinued on page 10	28	This item to be changed to read:—  Fertilizers, Chemically Prepared, N.O.I.B.N.:		
		In bulk in bags weighing each 25 lbs. or less.....	3	
		In inner containers in barrels or boxes.....	3	
		In bulk in bags weighing each 25 lbs. or less or in inner containers in barrels or boxes, C.L., min. wt. 30,000 lbs.....		5
		In bulk in cloth bags weighing each over 25 lbs., or in bulk in barrels...	4	
		In bulk in multiple-wall paper bags weighing each over 25 lbs., see Rule 2, Section 12 (b).....	4	
		In bulk in cloth or multiple-wall paper bags weighing each over 25 lbs., see Rule 2, Section 12 (b), in bulk in barrels or in bulk, C.L., min. wt. 30,000 lbs.....		7
11	26	Change Item No. to 25 and to read:— Paper (See Note).		
11	26-27	Add item reading as follows:— Bags, Paper: Oiled, Waxed, Glassine or Vegetable Parchment, printed or not printed:— In bundles, O.R.C., or in bales, boxes or crates.....	2	4
11	33	Add note reading as follows:— Note—Paper bags, wrapping paper or Paper Wrappers, as shown on page 147, items 3 to 10 and page 152, items 5 to 8 of the Classification, and page 11, items 26 to 32 of this supplement, in mixed carloads with arti- cles enumerated under the distinctive heading of "Groceries" that are provided with a C.L. min. wt. of 24,000 lbs., or lower, will be accepted in mixed carloads at C.L. min. wt. of 24,000 lbs., provided the com- bined weight of the Bags, Wrapping Paper and Wrappers does not ex- ceed 25 per cent of the total weight of the shipment. (The above cancels Note, item 11, page 147 of the Classification.)		
14	5	Add the following:— Alcohol, Denatured or Wood (Methyl Hydrate). Cancel items 2, 3, 4 and 5, page 184, of the Classification. For ratings see items 24, 26, 28 and 30, page 6, of this supplement.....		
17	20	This item to be changed to read:— Razor Blades, subject to rule 29. When declared value does not exceed \$1 per pound, in boxes.....	1	
		When declared value exceeds \$1 per pound or if consignor does not declare the value, in boxes.....		D-1
20	40-44	This item to be changed to read:— Woodpulp, Charred: Activated, Absorbent, Clarifying, Decolourizing or Deodorizing: In bags or barrels.....	3	5
		In packages named, C.L., min. wt. 30,000 lbs.....		
		Woodpulp, Charred, or Woodpulp, Charcoal, N.O.I.B.N.: In bags or barrels.....	3	5
		In packages named, C.L., min. wt. 30,000 lbs.....		

C. P. FULLERTON,  
Chief Commissioner.

## GENERAL ORDER No. 512

*In the matter of the application of Shipping Containers, Limited, of Montreal, in the Province of Quebec, for permission to use, for shipping over railways in Canada, certain shipping containers prescribed in Interstate Commerce Commission regulations for the transportation of explosives and other dangerous articles by freight, filed with the Board by B. W. Dunn, Agent, under C.R.C. No. 2.*

File No. 1717.35

TUESDAY, the 4th day of April, A.D. 1933.

Hon. C. P. FULLERTON, K.C., *Chief Commissioner.*S. J. McLEAN, *Assistant Chief Commissioner.*Hon. T. C. NORRIS, *Commissioner.*J. A. STONEMAN, *Commissioner.*

Upon considering the submissions filed in support of the application, and the report and recommendation of the Assistant Chief Traffic Officer of the Board; and upon its appearing that a revision of the rules for the transportation by freight of explosives and other dangerous articles over railways in Canada is now in progress; and upon the consent of the Railway Association of Canada, filed,—

*It is ordered:*

1. That, effective April 10, 1933, corrugated fibreboard boxes complying with Shipping Container Specifications 24A, 24B, 24C, 24D, and 24E, published in Agent B. W. Dunn's Tariff C.R.C. No. 2, on file with the Board under file No. 1717.35, may be used for shipping classes of freight permitted by the said tariff to be shipped in such containers over railways in Canada subject to the jurisdiction of the Board.

2. That the provisions of Specification 24B, as referred to above, be extended to include, for manufacture and use in the Dominion of Canada, a box of special construction for not over 45 pounds gross weight, as follows:—

(a) Box must be one-piece "Slotted carton" type, complying with all provisions of Specification 24B, except as follows:

(b) Board must be: 350-pound test board, double-faced B-flute type with at least 50 corrugations per foot; facings at least 0.020 of an inch thick; corrugated sheet at least 0.009 of an inch thick, and with strength, Mullen or Cady test, at least 60 pounds per square inch;

(c) Adjoining edges of body must overlap at least 1½ inches and be stitched to form joint. Stitches must be at not over 2½-inch intervals and within one inch of end of joint. Joints over 18 inches long must have two stitches at each end, parallel to each other and not over one-half inch apart. Liners and liner ends not required;

(d) Specification marking in rectangle on box must be C.R.C.-24B 45.

C. P. FULLERTON,  
*Chief Commissioner.*

## GENERAL ORDER No. 513

*In the matter of applications, under Section 348 of the Railway Act, for approval of the conditions limiting liability to be printed on free annual and trip transportation, and signed by the holder thereof, the said conditions being on file with the Board under file No. 496.43.*

THURSDAY, the 1st day of June, A.D. 1933.

Hon. C. P. FULLERTON, K.C., *Chief Commissioner.*

S. J. McLEAN, *Assistant Chief Commissioner.*

Hon. T. C. NORRIS, *Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Upon reading the applications and what has been alleged in support thereof,—

*It is ordered:* That the conditions on passes of the undermentioned companies, which are on file with the Board under file No. 496.43, whereby in each case the liability of the company is impaired, restricted, or limited, be, and the same are hereby, approved; the names of such companies being as follows:—

Algoma Central and Hudson Bay Railway,  
 British Columbia Electric Railway,  
 Canadian Pacific Railway,  
 Central Vermont Railway,  
 Cumberland Coal and Railway,  
 Dominion Atlantic Railway,  
 Esquimalt and Nanaimo Railway,  
 Great Northern Railway,  
 Hull Electric Company,  
 Lake Erie and Northern Railway,  
 London and Port Stanley Railway,  
 Maritime Coal, Railway and Power Company,  
 Michigan Central Railroad,  
 Napierville Junction Railway,  
 New York Central Railroad,  
 Nipissing Central Railways,  
 Northern Alberta Railways,  
 Northern Pacific Railway,  
 Pere Marquette Railway,  
 Quebec Central Railway,  
 Quebec Railway, Light and Power Company,  
 Sydney and Louisburg Railway,  
 Temiscouata Railway,  
 Toronto, Hamilton and Buffalo Railway,  
 Wabash Railway,  
 White Pass and Yukon Route,  
 Detroit and Windsor Subway Company—Detroit and Canada Tunnel  
 Company,  
 International Railway—  
     Falls View Bridge,  
     Queenston-Lewiston Bridge,  
 Niagara Lower Arch Bridge Company.

C. P. FULLERTON,  
*Chief Commissioner.*

## GENERAL ORDER No. 513A

*In the matter of the General Order of the Board No. 513, dated June 1, 1933.*

File No. 496.43

FRIDAY, the 16th day of June, A.D. 1933.

Hon. C. P. FULLERTON, K.C., *Chief Commissioner.*

S. J. McLEAN, *Assistant Chief Commissioner.*

Hon. T. C. NORRIS, *Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Upon its appearing that through error the name of the Grand River Railway Company was omitted from the said General Order, and that the said company, jointly with the Lake Erie and Northern Railway Company, has duly filed the conditions printed on its forms of free transportation,—

*It is ordered:* That the said General Order No. 513, dated June 1, 1933, be, and it is hereby, amended by adding at the end thereof the words, "Grand River Railway Company."

S. J. McLEAN,  
*Assistant Chief Commissioner.*

## GENERAL ORDER No. 514

*In the matter of the consideration of the question of proposed regulations governing the location near railway tracks of refineries or distilleries for the processing of gasoline.*

File No. 28638.2

FRIDAY, the 9th day of June, A.D. 1933.

Hon. C. P. FULLERTON, K.C., *Chief Commissioner.*

G. A. STONE, *Commissioner.*

Upon reading the submissions filed on behalf of the British American Oil Company, Limited, Imperial Oil Limited, Shell Oil Company of Canada, Limited, LeColl-Frontenac Oil Company, Limited, Sun Oil Company, Limited, American Petroleum Institute, and the Bureau of Explosives; and upon the report and commendation of the Chief Operating Officer of the Board,—

*It is ordered:* That General Order No. 441, dated May 4, 1927, prescribing regulations governing the location and operation of loading racks and unloading points for gasoline, naphtha, or any inflammable liquid for the observance of oilway companies subject to the jurisdiction of the Board, be, and it is hereby, amended by adding at the end of paragraph 3 (b) thereof the words, "Refinery distillery . . . 250 feet"; and by adding to the said paragraph 3 the following, namely:—

"(d) Where practicable, refineries or distilleries should be located on ground sloping away from railroad tracks. Refineries or distilleries must be surrounded by dykes of earth or concrete, or other suitable material, of sufficient capacity to hold all the contents of the tanks or other vessels, or of such nature and location that in the case of breakage or leakage the liquid will be diverted to points such that railway property and passing trains will not be endangered.

"(e) Walls and floors of dykes or ditches adjacent to refinery or distillery plants must be kept clean and free of inflammable or other material."

C. P. FULLERTON,  
*Chief Commissioner.*



## GENERAL ORDER No. 515

*In the matter of the application of The Railway Association of Canada for Approval of Specification for the Construction of New Mail Apartment Self-propelled Cars, on file with the Board under file No. 3083.43.*

TUESDAY, the 27th day of June, A.D. 1933.

Hon. C. P. FULLERTON, K.C., *Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Upon reading what is filed in support of the application and on behalf of the Railway Mail Service Branch of the Post Office Department; and upon the report and recommendation of the Chief Operating Officer of the Board,—

*It is ordered:*

1. That the "Specification for the Construction of New Mail Apartment Self-propelled Cars," dated February 23, 1933, as amended and corrected, on file with the Board under file No. 3083.43, be, and it is hereby, approved and adopted as the standard to be used by railway companies operating in Canada and within the legislative authority of the Parliament of Canada.

2. That the "Specification for Mail Cars," dated May 22, 1918, approved by General Order No. 259, dated January 13, 1919, be amended by striking out Notes 1 and 2 of section 5, on page 2 thereof.

C. P. FULLERTON,  
*Chief Commissioner.*

## GENERAL ORDER No. 516

*In the matter of the General Order of the Board No. 131, dated July 6, 1914, requiring that locomotive engines of railway companies subject to the jurisdiction of the Board be not allowed to leave terminals, or to be used at terminals, in traffic service, on which certain defects set out in the Order exist.*

File No. 21351

THURSDAY, the 17th day of August, A.D. 1933.

Hon. C. P. FULLERTON, K.C., *Chief Commissioner.*

S. J. McLEAN, *Assistant Chief Commissioner.*

G. A. STONE, *Commissioner.*

Upon reading the submissions filed on behalf of the Railway Association of Canada, the Michigan Central Railroad Company, and the Canadian Pacific Railway Company; and upon the report and recommendation of the Chief Operating Officer of the Board,—

*It is ordered:* That the said General Order No. 131, dated July 6, 1914, be amended by striking out paragraph 3 thereof and substituting therefor the following, namely:—

"3. (1) *Wheels.*—Wheels shall be securely pressed on axles. Prick punching or shimming the wheel fit will not be permitted. The diameter of wheels on the same axle shall not vary more than three thirty-seconds inch.

"(2) *Wheels used on standard gauge track* will be out of gauge if the inside gauge of flanges, measured on base line, is less than 53 inches or more than 53 $\frac{3}{4}$  inches.

"(3) The distance back to back of flanges of wheels mounted on the same axle shall not vary more than one-fourth inch.

"3A. (1) *Cast Iron or Cast Steel Wheels*.—Cast iron or cast steel wheels with any of the following defects shall not be continued in service:—

"(2) Slid flat.—When the flat spot is  $2\frac{1}{2}$  inches or over in length, or if there are two or more adjoining spots each 2 inches or over in length.

"(3) Broken or chipped flange.—If the chip exceeds  $1\frac{1}{2}$  inches in length and one-half inch in width.

"(4) Broken rim.—If the tread, measuring from the flange at a point five-eighths inch above the tread, is less than  $3\frac{3}{4}$  inches in width.

"(5) Shelled out.—Wheels with defective treads on account of cracks or shelled out spots  $2\frac{1}{2}$  inches or over, or so numerous as to endanger the safety of the wheel.

"(6) Brake burn.—Wheels having defective tread on account of cracks or shelling out due to heating.

"(7) Seams one-half inch long or over, at a distance of one-half inch or less from the throat of the flange, or seams 3 inches or more in length, if such seams are within the limits of  $3\frac{3}{4}$  inches from the flange, measured at a point five-eighths inch from the tread.

"(8) Worn flanges.—Wheels on axles with journals 5 inches by 9 inches or over with flanges having flat vertical surfaces extending seven-eighths inch or more from the tread, or flanges one inch thick or less gauged at a point three-eighths inch above tread. Wheels on axles with journals less than 5 inches by 9 inches with flanges having flat vertical surfaces extending one inch or more from the tread, or flanges fifteen-sixteenths inch thick or less, gauged at a point three-eighths inch above the tread.

"(9) Tread worn hollow.—If the tread is worn sufficiently hollow to render the flange or rim liable to breakage.

"(10) Burst.—If the wheel is cracked from the wheel fit outward.

"(11) Crack tread, cracked plate, or one or more cracked brackets.

"(12) Wheels out of gauge.

"(13) Wheels loose on axle.

"NOTE.—The determination of flat spots, worn flanges, and broken rims shall be made by gauge as shown in figure 8, and its application to defective wheels is shown in figures 9, 10, 11, 12, and 13.

"3B. (1) *Forged Steel or Steel-tired Wheels*.—Forged steel or steel-tired wheels with any of the following defects shall not be continued in service:—

"(2) Loose wheels; loose, broken, or defective retaining rings or tires; broken or cracked hubs, plates, spokes, or bolts.

"(3) Slid flat spot  $2\frac{1}{2}$  inches or longer; or, if there are two or more adjoining spots, each 2 inches or longer.

"(4) Defective tread on account of cracks or shelled out spots  $2\frac{1}{2}$  inches or longer, or so numerous as to endanger the safety of the wheel.

"(5) Broken flange.

"(6) Flange worn to fifteen-sixteenths inch or less in thickness, gauged at a point three-eighths inch above the tread, or having flat vertical surface, one inch or more from the tread; tread worn five-sixteenths inch; flange more than  $1\frac{1}{2}$  inches from tread to top of flange, or thickness of tires or rims less than shown in figures 4, 5, 6, and 7.

"(7) Wheels out of gauge.

"3C. *Driving and Trailing Wheels*.—Driving and trailing wheel centres with divided rims shall be properly fitted with iron or steel filling blocks before the tires are applied, and such filling blocks shall be properly maintained. When shims are inserted between the tire and the wheel centre, not more than two thicknesses of shims may be used, one of which must extend entirely around the wheel.

"3D. Driving wheel counterbalance shall be maintained in a safe and suitable condition for service.

"3E. (1) Driving and trailing wheels with any of the following defects shall not be continued in service:—

"(2) Driving or trailing wheel centres with one or more spokes in wheel broken.

"(3) Loose wheels; loose, broken, or defective tires or tire fastenings; broken or cracked hubs, or wheels out of gauge.

"3F. (1) *Driving and Trailing Wheel Tires*.—The minimum height of flange for driving or trailing wheel tires, measured from tread, shall be one inch for locomotives used in road service, except that on locomotives where construction will not permit the full height of flange on all drivers, the minimum height of flange on one pair of driving wheels may be five-eighths inch.

"(2) The minimum height of flange for driving wheel tires, measured from tread, shall be seven-eighths inch for locomotives used in switching service.

"(3) The maximum taper for tread of tires from throat of flange to outside of tire, for driving and trailing wheels for locomotives used in road service, shall be one-fourth inch, and for locomotives used in switching service five-sixteenths inch.

"(4) The minimum width of tires for driving and trailing wheels of standard-gauge locomotives shall be  $5\frac{1}{2}$  inches for flanged tires and 6 inches for plain tires.

"(5) The minimum width of tires for driving and trailing wheels of narrow-gauge locomotives shall be 5 inches for flanged tires and  $5\frac{1}{2}$  inches for plain tires.

"(6) When all tires are turned, or new tires applied to driving and trailing wheels, the diameter of the wheels on the same axle, or in the same driving wheel base, shall not vary more than three thirty-seconds inch. When a single tire is applied the diameter must not vary more than three thirty-seconds inch from that of the opposite wheel on the same axle. When a single pair of tires is applied the diameter must be within three thirty-seconds inch of the average diameter of the wheels in the driving wheel base to which they are applied.

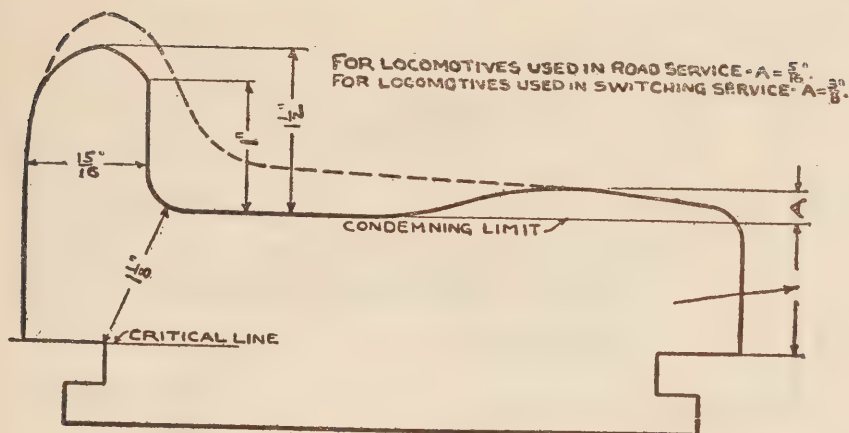
"(7) Driving and trailing wheel tires with any of the following defects shall not be continued in service:—

"(8) Slid flat spot  $2\frac{1}{2}$  inches or more in length; flange fifteen-sixteenths inch or less in thickness, gauged at a point three-eighths inch above the tread; or having flat vertical surface one inch or more from tread, tread worn hollow five-sixteenths inch on locomotive used in road service, or three-eighths inch on locomotives used in switching service; flange more than  $1\frac{1}{2}$  inches from tread to top of flange. (See figures 1, 2, and 3.)

"NOTE.—The determination of flat spots and worn flanges shall be made by a gauge as shown in figure 8, and its application to defective tires as shown in figures 9, 10, and 11."

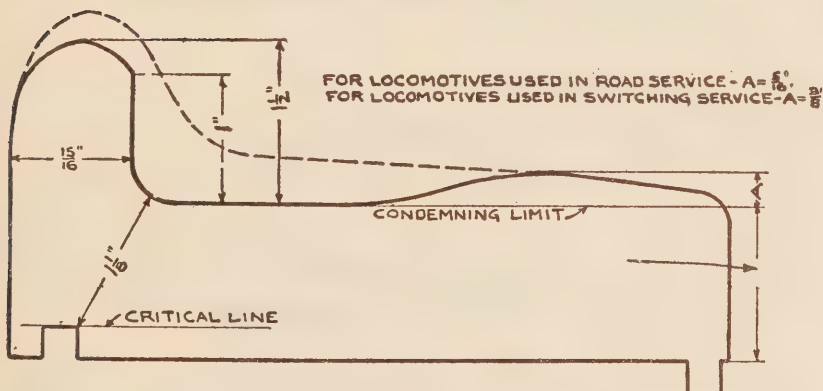
C. P. FULLERTON,  
Chief Commissioner.





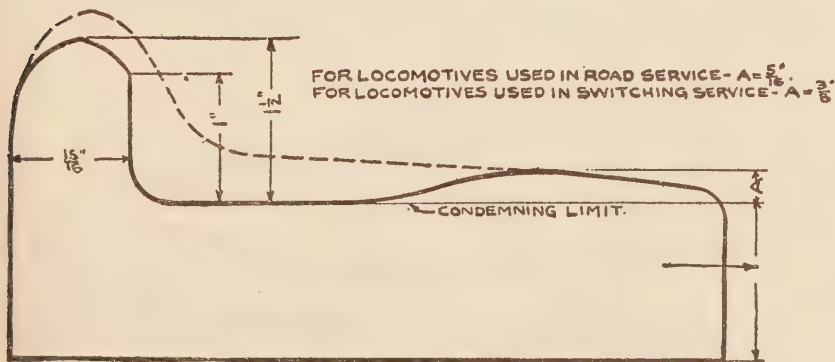
No. 1—STEEL TIRE

Retaining ring fastening. Driving and trailing wheels.



No. 2—STEEL TIRE

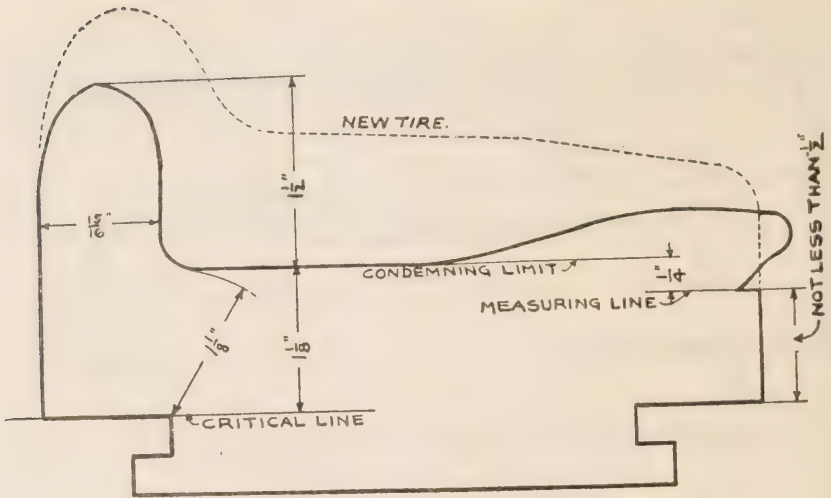
Shrinkage fastening with shoulder and retaining segments. Driving and trailing wheels.



No. 3—STEEL TIRE

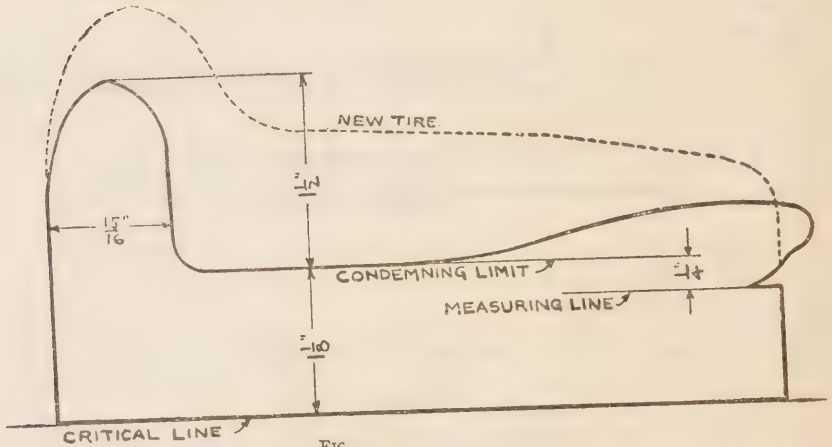
Shrinkage fastening. Driving and trailing wheels.



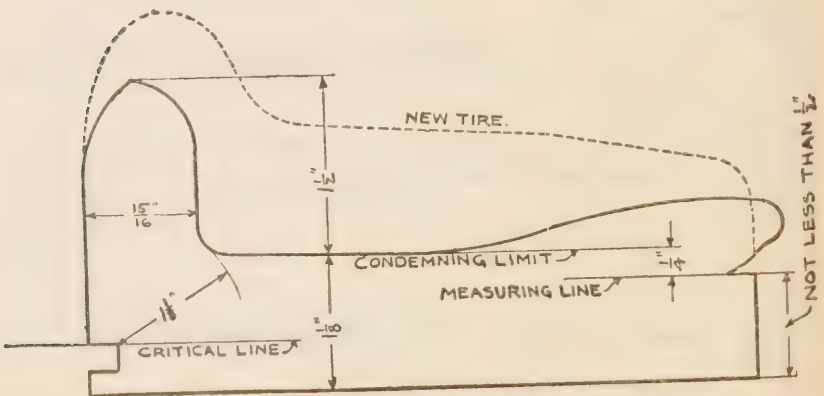


No. 4—STEEL TIRE

Retaining ring fastening. Engine and tender truck wheels.

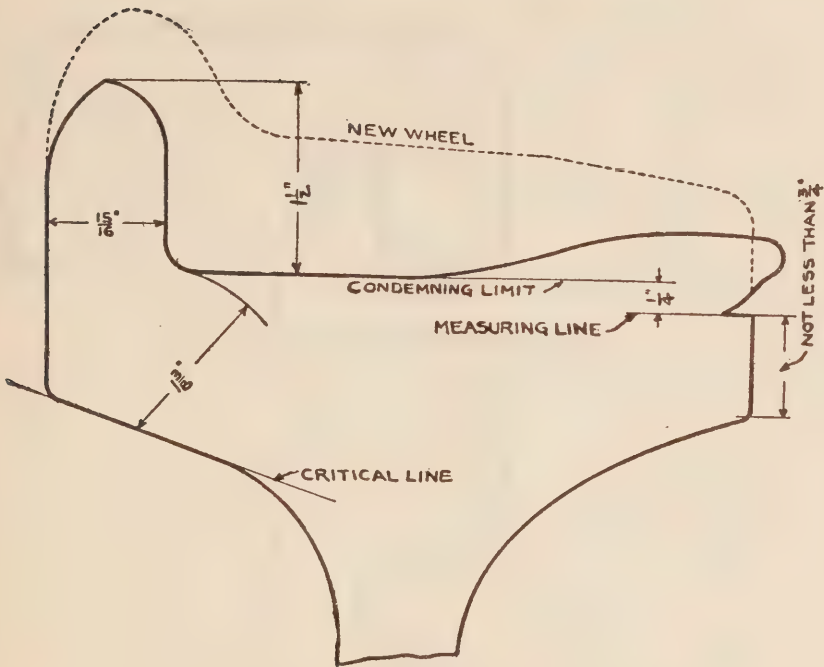
FIG  
No. 5—STEEL TIRE

Shrinkage fastening only. Engine and tender truck wheels.



No. 6—STEEL TIRE

Retaining ring fastening. Engine and tender truck wheels.



No. 7.—STEEL WHEEL  
Engine and tender truck wheels.

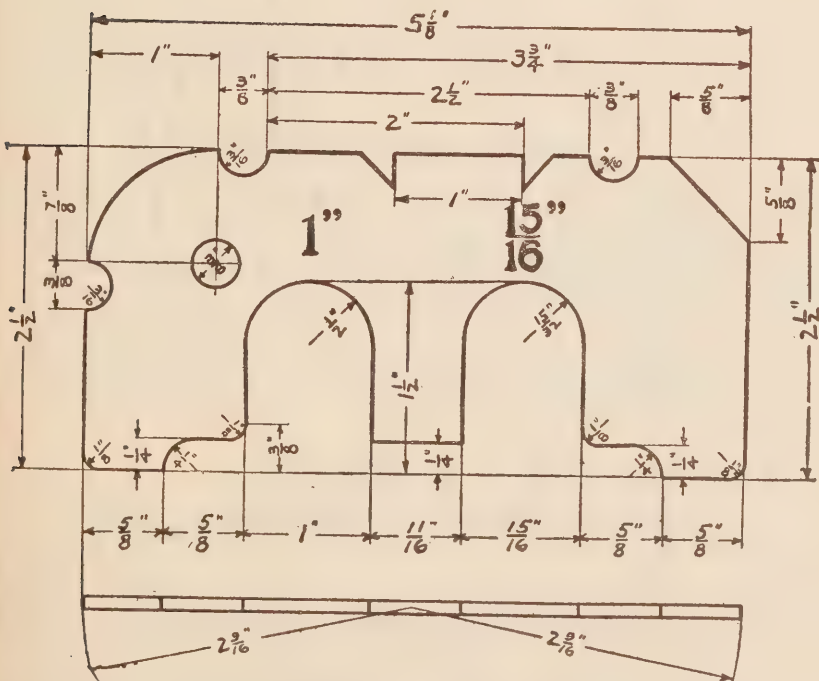


FIG. 8.—WHEEL DEFECT GAUGE

This gauge to be used in determining flat spots, worn flanges, and broken rims.

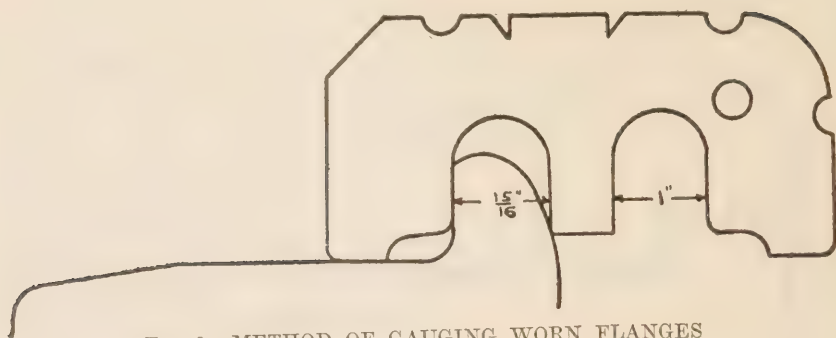


FIG. 9.—METHOD OF GAUGING WORN FLANGES

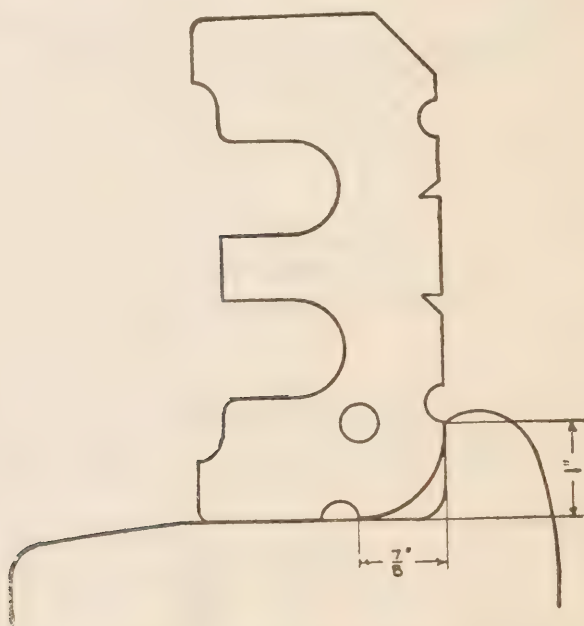


FIG. 10.—METHOD OF GAUGING WORN FLANGES

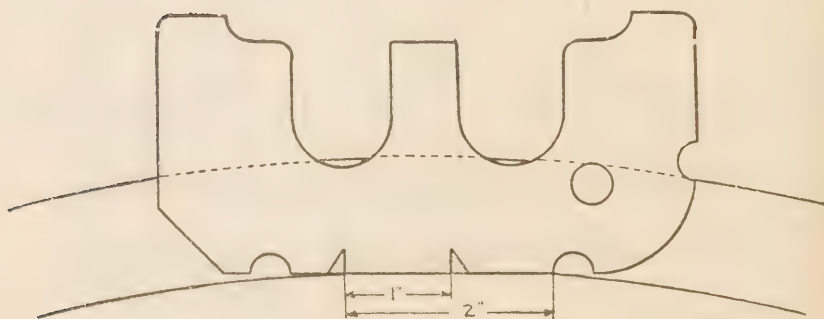


FIG. 11.—METHOD OF GAUGING SHELLLED AND FLAT SPOTS

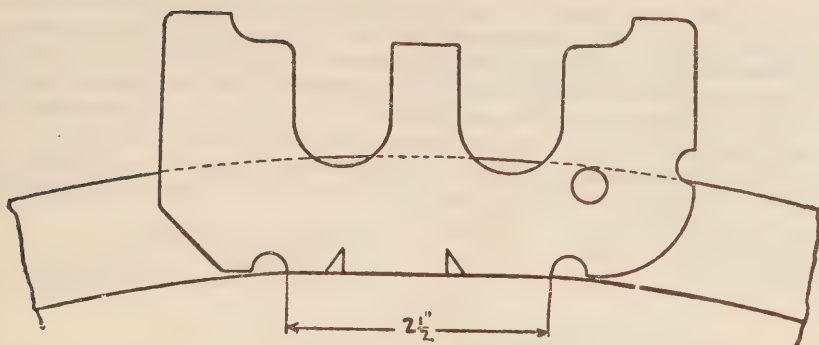


FIG. 12.—METHOD OF MEASURING FLAT SPOTS OF ONE AND TWO INCHES

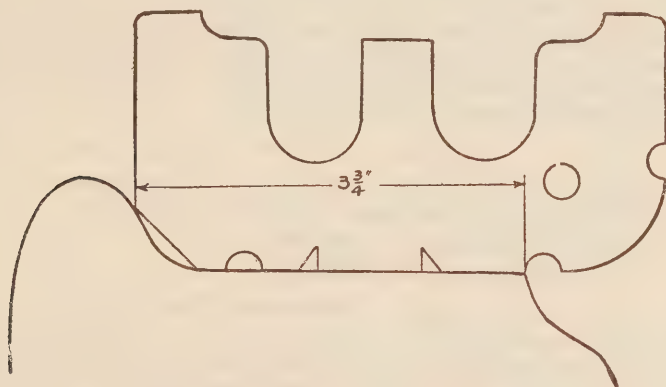


FIG. 13.—METHOD OF GAUGING BROKEN RIMS

### GENERAL ORDER No. 517

the matter of the General Order of the Board No. 333, dated March 26, 1921, prescribing the form, size, and style of the tariffs of telephone tolls to be charged by telephone companies; and directing that the company deposit and keep on file in each city, town, and village, in a convenient place, open for the inspection of the public during business hours, a copy of its Exchange Tariff in use thereat, and print a notice prominently and in bold type in each of its Official Telephone Directories directing the public attention to the place in its office or offices in each city, town, and village where such tariffs are on file.

File No. 3926.1

TUESDAY, the 5th day of September, A.D. 1933.

HON. C. P. FULLERTON, K.C., *Chief Commissioner*.  
S. J. MCLEAN, *Assistant Chief Commissioner*.

Upon reading the application of the Bell Telephone Company of Canada an order amending the said General Order No. 333; and upon the report and commendation of the Assistant Chief Traffic Officer of the Board,—

*It is ordered:* That General Order No. 333, dated March 26, 1921, be, and is hereby, amended by striking out paragraph (1) on page 3 thereof and substituting therefor the following, namely:—



"That the company deposit and keep on file in every city, town, and village in which it maintains an office (or where an office is not maintained, at the nearest company office convenient to the public) a copy of its Exchange Tariff in use thereat, such Exchange Tariff to be kept in a convenient place, open for the inspection of the public during business hours, and that the company print a notice prominently and in bold type in each of its Official Telephone Directories directing the public attention to the place in its office or offices in each city, town, and village where such tariffs are on file."

C. P. FULLERTON,  
Chief Commissioner.

### GENERAL ORDER No. 518

*In the matter of the General Order of the Board No. 512, dated April 4, 1933, made upon the application of Shipping Containers, Limited, of Montreal, Quebec, granting leave to use, for shipping over railways in Canada, certain shipping containers prescribed in Interstate Commerce Commission regulations for the transportation of explosives and other dangerous articles by freight, as published in Agent B. W. Dunn's Tariff C.R.C. No. 2, on file with the Board under file No. 1717.35.*

TUESDAY, the 10th day of October, A.D. 1933.

Hon. C. P. FULLERTON, K.C., Chief Commissioner.

S. J. McLEAN, Assistant Chief Commissioner.

Hon. T. C. NORRIS, Commissioner.

J. A. STONEMAN, Commissioner.

Upon reading the application of the Hinde & Dauch Paper Co. of Canada, Limited, for an order amending the said General Order No. 512 so as to provide for the use of strawboard as corrugated material in the boxes described in the order, the Railway Association of Canada and the Bureau of Explosives consenting; and upon the report and recommendation of the Chief Traffic Officer of the Board,—

*It is ordered:* That the said General Order No. 512, dated April 4, 1933, be, and it is hereby, amended by striking out clause (b) of paragraph 2 thereof and substituting the following, namely:—

"(b) Board must be: 350-pound test board, double-faced B-flute type with at least 50 corrugations per foot; facings at least 0.020 of an inch thick; corrugated sheet made of strawboard or sulphate fibreboard at least 0.009 of an inch in thickness."

C. P. FULLERTON,  
Chief Commissioner.

### GENERAL ORDER No. 519

*In the matter of the General Order of the Board No. 468, dated March 12, 1929 prescribing specifications for highway crossing signals.*

File No. 1538

TUESDAY, the 10th day of October, A.D. 1933.

Hon. C. P. FULLERTON, K.C., Chief Commissioner.

S. J. McLEAN, Assistant Chief Commissioner.

Upon the consideration of proposed standard method of painting highway crossing signals of the wigwag type, and reading the submissions filed on beha-

of the Canadian Pacific, Canadian National, Toronto, Hamilton and Buffalo, Great Northern, and Pere Marquette Railway Companies, and the Michigan Central and the New York Central Railroad Companies; and upon the report and recommendation of the Division Engineer of the Board, concurred in by its Chief Engineer,—

*It is ordered:* That the said General Order No. 468, dated March 12, 1929, be, and it is hereby, amended by adding at the end of paragraph 1 thereof the following, namely:—

“Masts and foundations supporting bells and wigwags, automatic electric bells, danger signs, and flashing lights shall be painted with black and white stripes, as indicated on blue print dated 10th June, 1933.”

C. P. FULLERTON,  
*Chief Commissioner.*

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#### GENERAL ORDER No. 520

*In the matter of the General Train and Interlocking Rules approved by General Order No. 42, dated July 12, 1909; and General Order No. 256, dated November 20, 1918, rescinding paragraphs 1 and 2 of Rule 102 of the said General Train and Interlocking Rules and substituting new paragraphs therefor.*

Files Nos. 25434 and 4135.36

TUESDAY, the 10th day of October, A.D. 1933.

Hon. C. P. FULLERTON, K.C., *Chief Commissioner.*  
S. J. McLEAN, *Assistant Chief Commissioner.*  
G. A. STONE, *Commissioner.*

Upon the application of the Railway Association of Canada for an order modifying the said General Order No. 256; and upon the report and recommendation of the Chief Operating Officer of the Board,—

*It is ordered:* That paragraph 1 of rule 102 of the said General Train and Interlocking Rules, as amended by General Order No. 256, dated November 20, 1918; and paragraph 1 of rule 103 of the Operating Rules of the Canadian National Railways, approved by Order No. 42252, dated February 27, 1929, be struck out and the following substituted therefor, namely:—

“When cars are pushed by an engine (except when shifting and making up trains in yards, where there are no public highway crossings at rail level, or where there are public highway crossings at rail level adequately protected by gates or otherwise), a flagman must take a conspicuous position on the leading car.”

C. P. FULLERTON,  
*Chief Commissioner.*

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#### GENERAL ORDER No. 521

*In the matter of the General Order of the Board No. 468, dated 12th March, 1929, prescribing specifications for highway crossing signals.*

File No. 15382

THURSDAY, the 2nd day of November, A.D. 1933.

Hon. C. P. FULLERTON, K.C., *Chief Commissioner.*  
S. J. McLEAN, *Assistant Chief Commissioner.*

Upon the consideration of proposed standard method of painting highway crossing signals of the wigwag type, and reading the submissions filed on behalf

of the Canadian Pacific, Canadian National, Toronto, Hamilton & Buffalo, Great Northern and Pere Marquette Railway Companies and the Michigan Central and the New York Central Railroad Companies; and upon the report and recommendation of the Division Engineer of the Board, concurred in by its Chief Engineer—

*It is ordered:*

1. That the said General Order No. 468, dated 12th March, 1929, be, and it is hereby, amended by adding at the end of paragraph 1 thereof the following, namely:

“Masts and foundations supporting bells and wigwags, automatic electric bells and danger signs, and flashing lights shall be painted with black and white stripes, as indicated on blue print dated 10th June, 1933.”

2. That General Order No. 519, dated October 10, 1933, made herein, be rescinded.

C. P. FULLERTON,  
*Chief Commissioner.*

### GENERAL ORDER No. 522

*In the matter of the General Order of the Board No. 199, dated July 24, 1917, as amended by General Order No. 226, dated April 4, 1918, prescribing regulations for the equipment of locomotives with electric headlights.*

File No. 6511.5

THURSDAY, the 9th day of November, A.D. 1933.

HON. C. P. FULLERTON, K.C., *Chief Commissioner.*  
S. J. McLEAN, *Assistant Chief Commissioner.*  
F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*  
Hon. T. C. NORRIS, *Commissioner.*  
J. A. STONEMAN, *Commissioner.*  
G. A. STONE, *Commissioner.*

Upon reading the submissions filed on behalf of the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and Enginemen, the Railway Association of Canada, and the Canadian National and the Canadian Pacific Railway Companies;

In pursuance of the powers conferred upon it by sections 34, 287, and 288 of the Railway Act, and of all other powers possessed by the Board in that behalf; and upon the report and recommendation of its operating officers,—

*It is ordered as follows:—*

1. That every railway company subject to the legislative authority of the Parliament of Canada be, and it is hereby, required to equip its locomotives used in road service, between sunset and sunrise, with headlights which will enable persons with normal vision in the cab of a locomotive, under normal weather conditions, to see a dark object the size of a man for a distance of 800 feet or more ahead of the locomotive. Such headlight must be maintained in good condition.

2. That every locomotive used in road service which is regularly required to run backward for any portion of its trip, except to pick up a detached portion of its train, or in making terminal movements, shall have on the rear a headlight which will meet the requirements of this order.



3. That nothing in these regulations shall prevent the use of a device whereby the light may be diminished in yards, at stations, and on two or more tracks when approaching trains moving in opposite direction, to an extent that will enable a person or persons operating the locomotive to see a dark object the size of a man for a distance of 300 feet or more ahead of the locomotive, under normal weather conditions.

4. (a) That nothing in these regulations shall prevent the use of temporary devices being used to substitute the regular headlight when necessary to move a train from the point at which the headlight equipment has broken down or failed, provided the train moves at a speed not exceeding ten miles an hour over any public highway crossing not specially protected by watchman, gates, or automatic signal, until the first station with passing track or siding as shown in the time-table is reached, where an examination must be made and, if possible, the headlight put in good working condition.

(b) That in case repairs cannot be made at the station referred to, the train may proceed to the first repair point, displaying such light as may be available and provided at such station, passing over all public highway crossings not specially protected by watchman, gates, or automatic signal at a speed not exceeding twenty miles an hour, provided that, in the event a light cannot be furnished, the engine must be replaced or assisted by an engine displaying a proper light.

(c) That while proceeding to the first station and/or repair point, the whistle signal for all highway crossings not protected by watchman, gates, or automatic signal must be given the second time approaching all such crossings.

(d) That repairs to the equipment must be effected at the first repair point, or the engine replaced. (First repair point is such a place at which the company has the necessary facilities to make ordinary repairs to electrical or other power headlight equipment.)

(e) That spare bulbs and other necessary parts must be supplied at the initial terminal and carried on each locomotive, and that a list of such parts be furnished for the information of the engineer, whose duty it shall be to check over to see that such supplies are furnished before starting out on his trip from such terminal.

5. That each locomotive used in yard service between sunset and sunrise shall have two lights, one located on the front of the locomotive and one on the rear, each of which shall enable a person with normal vision in the cab of a locomotive, under normal weather conditions, to see a dark object the size of a man for a distance of at least 300 feet in front of such light; and such lights must be maintained in good condition.

6. That the said General Orders Nos. 199 and 226, dated respectively July 4, 1917, and April 4, 1918, be, and they are hereby, rescinded.

C. P. FULLERTON,  
*Chief Commissioner.*



## GENERAL ORDER No. 523

*In the matter of the General Order of the Board No. 512, dated April 4, 1933, as amended by General Order No. 518, dated October 10, 1933, made upon the application of Shipping Containers, Limited, of Montreal, Quebec, granting leave to use, for shipping over railways in Canada, certain shipping containers prescribed in Interstate Commerce Commission regulations for the transportation of explosives and other dangerous articles by freight, filed by B. W. Dunn, Agent, under C.R.C. No. 2.*

File No. 1717.35

THURSDAY, the 7th day of December, A.D. 1933.

Hon. C. P. FULLERTON, K.C., *Chief Commissioner.*S. J. McLEAN, *Assistant Chief Commissioner.*Hon. T. C. NORRIS, *Commissioner.*J. A. STONEMAN, *Commissioner.*

Upon the report and recommendation of the Assistant Chief Traffic Officer of the Board,—

*It is ordered:* That the said General Order No. 512, dated April 4, 1933, be, and it is hereby, further amended by adding the words, "for the carriage of matches." after the word "construction" in paragraph 2 of the order.

C. P. FULLERTON,  
*Chief Commissioner.*

## CIRCULAR No. 234

March 30, 1933.

*In re Section 348 of the Railway Act. File No. 496-43*

I am directed by the Board to call attention to the requirements of section 348, subsection 1, of the Railway Act, and to request that your company comply with these requirements by filing forthwith for the approval of the Board a form of the conditions limiting its liability, upon which it is proposed to issue free transportation.

By order of the Board,

A. D. CARTWRIGHT,  
*Secretary.*

## CIRCULAR No. 235

November 8, 1933.

*File No. 38795. Measuring the Height of Electric Power Transmission Wires or Cables*

The Board has directed that in future, whenever it is desired to obtain or measure the height of conductors in an electric power transmission line, measurements must always be made by angle-measuring instruments, such as sextants or transits, and never by anything that can come close to or in contact with the electric power conductors.

By order of the Board,

A. D. CARTWRIGHT,  
*Secretary.*

## CIRCULAR No. 236

November 22, 1933.

*File 496-52. Re Applications for Free Transportation for Dependent Members of Families*

In pursuance of the powers conferred upon it by the Railway Act, the Board has ruled that in all cases where the railways are permitted to issue free transportation to "dependent members of the families" of certain persons, such words mean and include only those who are dependent members of, and habitually reside in, the household of the person eligible to receive passes for the dependent members of family, or members of the family who are, in fact, dependent upon such person although not actually residing in his household, but not including servants and employees.

The Board has also ruled that, effective January 1, 1934, all requests for such free transportation must be made in the form of application, copy of which is attached, and the railway companies have been directed that applications for free transportation cannot be complied with unless this information is completely furnished in each case. There are enclosed three copies of this application form; additional copies, as required, may be obtained on application to the Secretary of the Department of Railways and Canals at Ottawa.

By order of the Board,

A. D. CARTWRIGHT,  
*Secretary.*

(Encls.)

## APPLICATION FOR FREE TRANSPORTATION

To.....19.....

I hereby make application for transportation for the person named below as dependent member of my family:

Name .....  
FROM ..... TO .....  
State whether one-way or return ..... Good until.....  
Over what line of railway .....

THE FOLLOWING INFORMATION IS REQUIRED UNDER REGULATIONS OF  
THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA

Relationship of dependent to applicant.....Age.....  
Married, single, or widow .....  
Occupation, if any .....  
Is permanent home of dependent under applicant's roof? .....  
Where? ..... Is applicant the sole support?.....  
Does anyone contribute to support other than applicant?.....

I make this statement in view of the fact that passes are prohibited by law when issued to classes other than those provided for by the Railway Act and orders of the Board of Railway Commissioners for Canada, and I hereby certify that the above statement is correct and shows the true circumstances of the persons for whom transportation is desired.

Signed (Applicant) .....

Permanent Residence .....

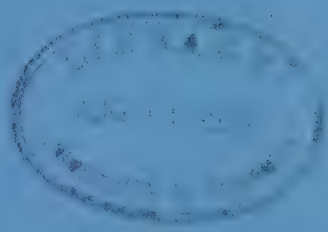


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DOMINION OF CANADA

# THIRTY-FIRST REPORT

OF THE



## BOARD OF RAILWAY COMMISSIONERS FOR CANADA

FOR THE YEAR ENDED DECEMBER 31

1935



OTTAWA  
J. O. PATENAUDE, I.S.O.  
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY  
1936

Price, 25 cents.





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DOMINION OF CANADA

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## THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA, 1935

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*

S. J. McLEAN, C.M.G., M.A., LL.B., Ph.D., *Asst. Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

Hon. T. C. NORRIS, *Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

P. F. BAILLARGEON,  
*Secretary.*

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# REPORT OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA

*To the Governor in Council:*

Pursuant to the provisions of section 31 of the Railway Act, 1919, the Board of Railway Commissioners for Canada has the honour to submit its Thirty-first Report for the year ended December 31, 1935.

Since the publication of the last report there have been no amendments made to the Railway Act, 1919.

## PUBLIC SITTINGS OF THE BOARD

During the year covered by the period from January 1, 1935, to December 31, 1935, the Board held 47 public sittings at which 83 applications were heard. The number of public sittings held in the various provinces were as follows:—

Provinces	Number
Ontario .....	22
Quebec .....	9
Manitoba .....	1
Saskatchewan .....	2
Alberta .....	3
British Columbia .....	5
Nova Scotia .....	4
New Brunswick .....	1
Prince Edward Island .....	0
Total .....	47

The applications include a great variety of matters falling within the jurisdiction of the Board under the Railway Act, varying from a complaint of a private individual to weightier matters of general public interest affecting the community as a whole.

## FORMAL AND INFORMAL MATTERS

The number of informal matters dealt with by the Board, as distinguished from matters heard at public sittings, constitute a considerable percentage of the total applications and complaints dealt with by it; that is to say, of a total of 2,114 applications and complaints received and dealt with by the Board, 96.1 per cent were disposed of without the necessity of such formal hearing. These informal complaints, dealt with and settled without the necessity of hearing, entail in many instances a considerable amount of inquiry and consideration on the part of the Board's officials, and cover a wide range of subjects, as, for example, a complaint of a more or less trivial nature to a matter of general public interest affecting the community as a whole, or involving the application of some general principle regarding the railway rates.

## GENERAL DECISIONS AND RULINGS OF THE BOARD

The general decisions and rulings of the Board appear in the semi-monthly bulletin of the Board published through the King's Printer; and the principal decisions will also be found in the Canadian Railway Cases for the current year.

## APPEALS FROM RULINGS OF BOARD

There was one case carried to the Supreme Court during the year, namely:—  
City of Toronto, Ont., from Order 51820, dated March 21, 1935, amended by Order 51846, dated April 6, 1935, *re* subway structures at Carlaw and Gerrard Streets, Toronto, Ont. Jurisdiction.—Dismissed.

There were no cases carried in appeal to the Governor General in Council during the year.

## ORDERS, GENERAL ORDERS AND CIRCULARS

The total number of orders issued for the year ended December 31, 1935, was 995. The number of general circulars issued by the Board, directed to all the railway companies subject to its jurisdiction, was 1. The general orders as distinguished from other orders of the Board are those affecting all railway companies subject to its jurisdiction, and are 18 in number for the year.

The general orders and circulars issued by the Board during the year ended December 31, 1935, will be found compiled under Appendix "F" of this report.

## APPLICATIONS TO THE BOARD

The total number of applications, including informal complaints, made to the Board for the year ended December 31, 1935, was 2,114.

## TRAFFIC DEPARTMENT OF THE BOARD

In the Traffic Department of the Board the number of tariffs received and filed for the year ended December 31, 1935, was as follows:—

Freight tariffs, including supplements . . . . .	35,979
Passenger tariffs, including supplements . . . . .	8,116
Express tariffs, including supplements . . . . .	1,695
Telephone tariffs, including supplements . . . . .	505
Sleeping and parlour car tariffs, including supplements . . . . .	32
Telegraph tariffs and supplements . . . . .	25
Bridge tolls, including supplements . . . . .	7
Total . . . . .	46,359

The total number of tariffs filed from February 1, 1904, to December 31, 1935, was 1,821,417.

The details of the tariffs will be found under Appendix "A" to this report.

## ENGINEERING DEPARTMENT OF THE BOARD

In the Engineering Department of the Board a large number of inspections were made covering the whole Dominion. These inspections for the year ended December 31, 1935, number 351, and cover inspections for the opening of a railway for the carriage of traffic, inspections of culverts, highway crossings, cattle guards, road crossings, bridges, subways and general inspections falling within the scope of the work of the Engineering Department.

Under Appendix "B" will be found report of the Chief Engineer.

## RAILWAY GRADE CROSSING FUND

This fund has been created for the purpose of contributing to the protection of railway level crossings. This protection is brought about by various means, for instance by the improvement of the view on the approaches of crossings, by the installation of protective devices such as bells and wig-wags, lighting systems, gates, etc. In many instances, and particularly in cities and towns, protection is also afforded by the employment of watchmen. Finally, the most efficient means of protecting level crossings is, undoubtedly, by separating them altogether, which can be effected in various ways, for example by the construction of over-crossings or bridges, and of tunnels and subways. Road diversion is another way to do away with level crossings.

The fund receives every year a statutory grant of \$200,000 with which, under certain conditions, contributions may be made to various projects of protection or of grade separation. This year a further sum of \$1,000,000 was allotted to the fund by Parliament, for the purpose of increasing its contributions to projects of works concerning level crossings. For more particulars regarding this Fund, the reader is referred to the report of the Chief Engineer of the Board, at Appendix "B" of this report.

## OPERATING DEPARTMENT OF THE BOARD

Under the work of this department is included the inspection of locomotive boilers and their appurtenances, the inspection of safety appliances on cars and locomotives, the investigations into accidents causing personal injury or loss of life, the reporting on the locations of stations, matters of protection at highway crossings, and train and station services performed by the railway companies.

Under Appendix "C" will be found report of the Chief Operating Officer of the department.

## ACCIDENTS

On reference to the report of the Board's Chief Operating Officer it will be seen that accidents to the number of 2,488, covering 315 persons killed and 2,535 persons injured, were reported to the Board during the year ended December 31, 1935, as compared with 2,291 accidents reported for the year 1934, covering 297 persons killed and 2,348 persons injured.

The figures show:

	Killed	1934	1935		
Passengers . . . . .		17	9	Decrease	8
Employees . . . . .		53	50	Decrease	3
Others . . . . .		101	126	Increase	25
Trespassers . . . . .		126	130	Increase	4
Total . . . . .		297	315		
	Injured				
Passengers . . . . .		315	375	Increase	60
Employees . . . . .		1,542	1,617	Increase	75
Others . . . . .		333	371	Increase	38
Trespassers . . . . .		158	172	Increase	14
Total . . . . .		2,348	2,535		

During the year 1935 there were 242 highway crossing accidents reported, involving 114 persons killed and 304 injured; of which number of accidents 53 occurred at protected crossings and 189 at unprotected crossings.

The figures as regards highway crossing accidents (automobiles only) during the 5-year period ended December 31, 1935, reveal a total of 1,076, covering 376 persons killed and 1,492 injured.

Protection—		Killed	Injured
Gates . . . . .		6	43
Lightning flash signal . . . . .		9	4
Bell . . . . .		57	184
Watchman . . . . .		7	22
Unprotected . . . . .		297	1,239

In this connection reference is made to Statement No. 15. Accidents (not including autos) totalled 171, covering 87 persons killed and 113 injured, as follows:

Protection—		Killed	Injured
Gates . . . . .		13	13
Lightning flash signal . . . . .		3	2
Bell . . . . .		12	11
Watchman . . . . .		2	2
Unprotected . . . . .		57	85

Full particulars of passengers and employees killed and injured and other general information in regard to trespassers killed and injured, accidents at protected and unprotected crossings, etc., will be found under Appendix "C".



## RAILWAY FIRE PREVENTION

The report of the Board's Operating Department indicates that a total of 148 fires attributed to railways occurred on 14,139 miles of line classified as running through forested territory.

Of this total, 65 fires burned over less than one-fourth acre each; 70 fires burned over an area of one-fourth acre to ten acres each, and 13 fires burned over an area of more than 10 acres each.

The total area burned over was 3,201 acres, with damage to young forest growth, standing timber, forest products and other property estimated at \$3,661. Of this amount, the value of standing timber and young forest growth is estimated at \$2,557.

In accordance with the requirements issued under General Order No. 362, the railways maintained some form of special patrol on 7,732 miles of line, necessitating the special attention to fire patrol of a total of approximately 1,034 fire patrolmen.

In accordance with the Board's Fire Guard Requirements, the railways constructed or maintained 5,635 miles of fire guards, in uncultivated lands, in non-forested sections of the Prairie Provinces.

For details see Statements Nos. 25, 26, 27 and 28.

## CHANGES ON THE STAFF OF THE BOARD

During 1935 there were a few changes on the staff of the Board.

The Hon. Hugh Guthrie, former Minister of Justice, was appointed Chief Commissioner on August 12, 1935, to replace the Hon. C. P. Fullerton, who was appointed Chairman of the Board of Trustees of the Canadian National Railways at the end of 1933.

During the same period Messrs. A. D. Cartwright and George Spencer were retired on superannuation. Mr. Cartwright was Secretary of the Board since its inception in February, 1904, and Mr. Spencer was employed with the Board since September 1, 1913, first as Assistant to the Chief Operating Officer; he was later appointed Chief Operating Officer on February 1, 1914. These former employees have in the past rendered important and signal services to the Board, and their departure was the subject of regret on the part of those who daily came into contact with them while in the performance of their duties.

Mr. P. F. Baillargeon, Advocate, was appointed Secretary of the Board on June 29, 1935, in the place of Mr. Cartwright, and Col. C. C. Stibbard, formerly employed with the Canadian Pacific Railway Company, was appointed Chief Operating Officer on August 21, 1935, to replace Mr. Spencer.

## ROUTINE WORK OF THE BOARD

## RECORD DEPARTMENT

Below is given a table setting forth the number of applications, filings and letters received during the year ended December 31, 1935, together with the number of orders issued:—

Number of applications made . . . . .	2,114
Number of filings received during the year . . . . .	31,379
Number of outgoing letters during the year . . . . .	20,925
Number of orders issued during the year . . . . .	995

## APPENDIX "A"

REPORT OF THE CHIEF TRAFFIC OFFICER OF THE BOARD, FOR  
THE YEAR ENDED DECEMBER 31, 1935

DEAR SIR,—I submit, for the Board's Thirty-first Report, information regarding the work of the Traffic Department.

The number of freight, passenger, express, telephone, telegraph, sleeping and parlour car, and bridge toll schedules, filed with the Board, was as follows:—

FROM NOVEMBER 1, 1904, TO AND INCLUDING DECEMBER 31, 1934

<i>Freight—</i>			
Local tariffs	21,706		
Supplements	45,163		
		66,869	
Joint tariffs	47,786		
Supplements	210,874		
		258,660	
International tariffs	185,057		
Supplements	775,070		
		960,127	
			1,285,656
<i>Passenger—</i>			
Local tariffs	21,908		
Supplements	30,414		
		52,322	
Joint tariffs	21,925		
Supplements	45,592		
		67,517	
International tariffs	43,529		
Supplements	120,138		
		163,667	
			283,506
<i>Express—</i>			
Local tariffs	8,412		
Supplements	61,334		
		69,746	
Joint tariffs	8,544		
Supplements	36,032		
		44,576	
International tariffs	7,948		
Supplements	18,148		
		26,096	
			140,418
<i>Telephone—</i>			
Local tariffs	4,181		
Supplements	2,704		
		6,885	
Joint tariffs	3,958		
Supplements	40,555		
		44,513	
International tariffs	429		
Supplements	9,719		
		10,148	
			61,546
<i>Telegraph—</i>			
Tariffs	222		
Supplements	310	532	532
<i>Sleeping and Parlour Car—</i>			
Local tariffs	253		
Supplements	400		
		653	
Joint tariffs	340		
Supplements	596		
		936	
International tariffs	432		
Supplements	1,330		
		1,762	
			3,351

## RAILWAY COMMISSIONERS OF CANADA

FROM NOVEMBER 1, 1904, TO AND INCLUDING DECEMBER 31, 1934—*Concluded*

<i>Bridge Tolls—</i>			
Local tariffs .. . . .	3		
Supplements .. . . .	0	3	
Joint tariffs .. . . .	0		
Supplements .. . . .	0	0	
International tariffs .. . . .	35		
Supplements .. . . .	11	46	
			49
Combined totals all schedules .. . . .			1,775,058

FROM JANUARY 1, 1935, TO AND INCLUDING DECEMBER 31, 1935

<i>Freight—</i>			
Local tariffs .. . . .	405		
Supplements .. . . .	653	1,058	
Joint tariffs .. . . .	287		
Supplements .. . . .	3,699	3,986	
International tariffs .. . . .	1,053		
Supplements .. . . .	29,882	30,935	35,979
<i>Passenger—</i>			
Local tariffs .. . . .	1,658		
Supplements .. . . .	409	2,067	
Joint tariffs .. . . .	767		
Supplements .. . . .	854	1,621	
International tariffs .. . . .	1,039		
Supplements .. . . .	3,389	4,428	8,116
<i>Express—</i>			
Local tariffs .. . . .	283		
Supplements .. . . .	460	743	
Joint tariffs .. . . .	123		
Supplements .. . . .	692	815	
International tariffs .. . . .	15		
Supplements .. . . .	122	137	1,695
<i>Telephone—</i>			
Local tariffs .. . . .	12		
Supplements .. . . .	5	17	
Joint tariffs .. . . .	2		
Supplements .. . . .	486	488	
International tariffs .. . . .	0		
Supplements .. . . .	0	0	505
<i>Telegraph—</i>			
Tariffs .. . . .	5		
Supplements .. . . .	20	25	25
<i>Sleeping &amp; Parlour Car—</i>			
Local tariffs .. . . .	1		
Supplements .. . . .	8	9	
Joint tariffs .. . . .	2		
Supplements .. . . .	9	11	
International tariffs .. . . .	1		
Supplements .. . . .	11	12	32

FROM JANUARY 1, 1935, TO AND INCLUDING DECEMBER 31, 1935—*Concluded*

<i>Bridge Tolls—</i>		
Local tariffs .. . . .	0	
Supplements .. . . .	0	
		0
Joint tariffs .. . . .	0	
Supplements .. . . .	0	
		0
International tariffs .. . . .	5	
Supplements .. . . .	2	
		7
		7
Combined totals all schedules .. . . .		46,359
Grand total, all schedules .. . . .		1,821,417

## MARITIME ACCOUNTS

The information given below, regarding the work in connection with settlement of accounts under the Maritime Freight Rates Act, covers the period July, 1934, to June, 1935, inclusive.

During this period there were filed 19,517 abstract sheets, with an average of 74 rates per sheet. There were, therefore, 1,444,258 rates, and 722,129 extensions checked, and 19,517 columns of figures added.

As a result of this check, it was necessary to issue 2,721 corrections.

The total *additions* to the accounts amounted to \$710.23, and the total *deductions* \$3,764.84.

The total amount *claimed* by railways was \$725,136.44, and the amount *allowed* was \$722,081.83, or a net deduction of \$3,054.61.

During this period 140 orders were issued, approving tariffs or rates, and certifying to the normal tolls.

The number of outgoing letters (included below) in connection with the administration of the Act, July 1, 1934, to June 30, 1935, was as follows: Railways, 642; Board, 19; and others, 8.

The total number of communications to railways, express, telephone and telegraph companies, in connection with complaints, proper interpretation of tariffs, or classification and filing of same, also in connection with powers of attorney, concurrences, etc., was 1,836. Memoranda and reports to the Board numbered 808 and 23, respectively. Communications to others, 370. Grand total, 3,037.

During the year under report, there were issued 62 Traffic Orders and 11 General Traffic Orders, as well as 21 Orders approving Connecting Agreements or Service Station Contracts between the Bell Telephone Company and named Local Telephone Companies.

W. E. CAMPBELL,  
Chief Traffic Officer.



## APPENDIX "B"

REPORT OF THE CHIEF ENGINEER OF THE BOARD FOR THE  
YEAR ENDED DECEMBER 31, 1935

P. F. BAILLARGEON, Esq.,

Secretary, Board of Railway Commissioners for Canada,  
Ottawa, Ont.

SIR.—I have the honour to submit herewith synopsis of my annual report as to the work of the Engineering Department of the Board during the year 1935.

Yours truly,

T. L. SIMMONS,

*Chief Engineer.*

The nature of the work of the Engineering Department has been somewhat similar to that of other years but there has been a decided increase in the amount of work performed. The applications for the abandonment of railway lines necessitated inspection of all the physical conditions of the lines covered by the applications as well as interviews with representatives of the municipalities, business interests, residents, etc., affected by the application. The allotment of \$1,000,000 to the Grade Crossing Fund by the Public Works Construction Act, 1935, greatly increased the engineering work. There were some 476 cases before the Board for protection at crossings in this connection. All these were given consideration and extensive inspection was involved from coast to coast with numerous interviews. Many of these projects are not enumerated in the attached list as they were not all approved after investigation.

There were also many other matters dealt with by the Board's Engineers such as exemption from fencing, gates, removal of speed limitations, removal of industrial spurs, speed restriction of trains through junctions, protection of switches on spurs leading to industries, farm crossing complaints, investigation of railways out of repair, investigation of accidents, drainage complaints, inductive interference, protection at crossings of telephone and telegraph wires by power transmission lines, mine tunnel entrances under railways, and structures over navigable waters.

The attached lists give details of some of the work of the Engineering Department.

## LOCATION

Approval of location of an extension of the Vancouver Harbour Commissioners Terminals Railway from Salsbury Drive to Kaslo street, in the city of Vancouver, province of British Columbia.

## REVISED LOCATION

Revised location of a portion of the Langdon north branch of the Canadian Pacific Railway from a point on the north limit of section 1, township 29, range 19, W. 4 M., at mileage 80·75, to a point on the east limit of section 31, township 28, range 18, W. 4 M., at mileage 82·97, in the province of Alberta.

Revised location of a portion of the Nipissing Central Railway in the township of Lebel, district of Temiskaming, province of Quebec.

Revised location of the Canadian National Railway between mileage 30·37 and 30·99, Tete Jaune subdivision, near Shere, British Columbia.

## RAILWAY ABANDONMENT

Abandonment of the line of the Nipissing Central Railway between New Liskeard and Cobalt, in the province of Ontario.

Abandonment of operation of Sudbury Basin branch of the Canadian Pacific Railway, commencing at mileage 90.86 Cartier subdivision, approximately one-half mile east of Chelmsford station, running southerly 1.8 miles, thence southwesterly 4.2 miles, to the end of the branch, which terminates on lot 9, concession 6, township of Balfour, district of Sudbury, province of Ontario.

Abandonment of operation of a portion of the Canadian National Railways, Hagersville subdivision, between Jarvis, mileage 32.2 and Port Dover, mileage 41.2, a distance of 9.0 miles, in the province of Ontario.

Abandonment of operation of a portion of the Canadian National Railways, Deseronto subdivision between Trenton, mileage 35.5 and Brighton, mileage 45.4, in the province of Ontario.

Abandonment of operation of a portion of the Hull Electric Railway between Notre Dame street, village of Aylmer, P.Q. and the terminus of the line at Queen's Park, in the township of South Hull, province of Quebec, a distance of 2.03 miles.

Abandonment of operation of a portion of the Tweed subdivision of the Canadian National Railways between Tweed, Ont., mileage 33.9 and Bannockburn, Ont., mileage 53.4, a distance of 19.5 miles.

Abandonment of operation of a portion of the Harrisburg subdivision, Canadian National Railways, between Brant County Siding, mileage 6.9, and Paris Junction, mileage 12.9, a distance of 6 miles, in the province of Ontario.

Abandonment of operation of a portion of the Patricia Bay subdivision of the Canadian National Railways from near Patricia Bay Junction, mileage 1.38 to 15.53 including the Sidney branch, mileage 0 to 1.67, in the province of British Columbia.

Abandonment of operation of a portion of the Vancouver, Victoria and Eastern Railway between Colebrook and Lardner in the province of British Columbia.

Abandonment of operation of a portion of the Lovett subdivision of the Canadian National Railways in the province of Alberta, between Foothills, mileage 50.7, and Lovett, mileage 55.3, a distance of 4.6 miles.

Abandonment of operation of a portion of the Otterville subdivision, Canadian National Railways, in the province of Ontario, between Simcoe Junction, mileage 9.1 and Otterville, mileage 23.3, a distance of 14.2 miles.

Abandonment of operation of a portion of the Otterville subdivision of the Canadian National Railways in the province of Ontario, between Hickson, mileage 49.10 and Tavistock Junction (mileage 55.6) a distance of 6.5 miles.

Abandonment of operation of the Canadian National Railways known as the Ridgeville Spur, extending from Ridgeville Junction in lot 7, concession 12, township of Pelham, to a point in lot 7, concession 8, township of Pelham, in the province of Ontario.

Abandonment of operation of portion of the Kettle Valley Railway known as the North Fork subdivision from Westend, mileage 0 (at mileage 95.9, Boundary subdivision) to Archibald, mileage 17.4, in the province of British Columbia.

Abandonment of operation of portion of the Iberville subdivision in the province of Quebec, between Iberville (mileage 21.9) and St. Hyacinthe (mileage 50.0) a distance of 28.1 miles.

Abandonment of operation of a portion of the Stobie branch of the Canadian Pacific Railway between mileage 1.6 and the Blezard Mine, mileage 5.02, a distance of 3.42 miles.

Abandonment of operation of a portion of the New Brunswick Southern Railway known as the Shore Line subdivision of the Canadian Pacific Railway between Shore Line Junction (mile 1) and Bonny River (mile 29·8) in the province of New Brunswick, a distance of 28·8 miles.

Abandonment of operation of a portion of the Iberville subdivision of the Canadian National Railways in the province of Quebec, between Noyan Junction (mile 0·0) and Iberville (mile 21·9).

Abandonment of operation of a portion of the Otterville subdivision of the Canadian National Railways in the province of Ontario, between Burgessville, mileage 31·0 and Woodstock, mileage 40·2, a distance of 9·2 miles.

Abandonment of operation of a portion of the Orono subdivision, Canadian National Railways, in the province of Ontario, between Ronnac, Mile 0·0 and Greenburn, mile 41·8, a distance of 41·8 miles.

#### RAILWAY CROSSING

Crossing of the Pere Marquette Railway in township of Sandwich South at Pelton, Ontario, at Lansdowne avenue, Kingsville, Ont., and immediately east of town of Kingsville, in the township of Gosfield South, by the Windsor Essex & Lake Shore Rapid Railway.

#### RAILWAY CONNECTIONS

Connection of branch line of railway of the Canadian Pacific Railway with the tracks of the International Nickel Company of Canada, Ltd., in lot 11, concession 4, township of McKim, district of Sudbury at Clara Belle, Ontario.

Alterations in the signal layout at the junction of the Huntsville and Bala subdivisions of the Canadian National Railways at Washago, Ontario.

#### INTERLOCKING PLANTS

Changes in interlocking plant at the crossing of the London Street Railway by the Canadian Pacific Railway at Richmond Street, London, Ontario.

Rearrangement of mechanical interlocker at the crossing of the Canadian National Railways by the Canadian Pacific Railway at Neepawa, Manitoba, mileage 33·7, Neepawa subdivision.

Installation of automatic interlocker to replace mechanical interlocker at the crossing of the Canadian Pacific Railway by the Canadian National Railways at Coniston, Ontario.

Installation of automatic signal protection at the crossing of the Canadian Pacific Railway by the Canadian National Railways at Lachevrotiere, P.Q.

Rearrangement of interlocking plant at the crossing of the Canadian National Railways by the Canadian Pacific Railway at Fergus, Ont., mileage 24·61, Elora subdivision.

Closing of the interlocking plant at the crossing of the Canadian National Railways and Canadian Pacific Railway at Ellwood, Ont., between the hours of 8 a.m. and 4 a.m. and in addition between the hours of 4 a.m. and 8 p.m. on Sundays.

Installation of signal system at the crossing of the Niagara, St. Catharines & Toronto Railway by the Michigan Central Railroad at Erie avenue, near the north limit of Queen street, in the city of Niagara Falls, Ont., to permit the trains, engines and electric cars of the Electric Company to pass over the crossing without coming to a stop.

Abandonment of interlocking plant at crossing of Kettle Valley Railway and the Canadian Northern Pacific Railway at Hope, B.C., until such time as the Coquihalla subdivision of the Canadian Pacific Railway is reopened for traffic. The signals and derails to be set for operation of the Canadian National Railways.



Removal of derails at crossing of the Canadian Pacific Railway and the Saskatoon Electric Railway at Avenue "A" in city of Saskatoon, Saskatchewan.

Installation of signal protection at the crossing of the Canadian National Railways by the Canadian Pacific Railway at Carrier, P.Q., mileage 21·6, Levis subdivision, Quebec Central Railway.

Reconstruction of interlocking plant at the crossing of the Canadian National Railways by the Temiscouata Railway at Baker's Brook, New Brunswick.

Changes in the interlocking plant at the crossing of the Canadian National Railways and the Glengarry & Stormont Railway, mileage 26·6, Cornwall subdivision near Cornwall, Ontario.

#### OPERATION OF INTERLOCKING PLANTS

Operation of interlocking plant at crossing of the Canadian National Railways and the Canadian Pacific Railway at Ballantyne, Quebec.

Change in operation of interlocking plant at the crossing of the Canadian National Railways by the Canadian Pacific Railway at mileage 57·09 MacTier subdivision near Utopia station, Ontario.

Operation of interlocking plant at the crossing of the Kettle Valley Railway and the Canadian Northern Pacific Railway at Hope, B.C., between the hours of 6 a.m. and 2 p.m. and between 3.30 p.m. and 11.30 p.m. on condition signals be left clear for movements over the Canadian National Railways when watchman is not on duty.

Operation of the signal system at the crossing of the New York Central Railroad and the Niagara, St. Catharines & Toronto Railway at Erie avenue, near the north limit of Queen street in the city of Niagara Falls, province of Ontario.

Operation of interlocking plant at the crossing of the Canadian National Railways by the Canadian Pacific Railway at Fergus, Ont., mile 24·61, Elora Subdivision, Canadian Pacific Railway.

Operation of the interlocking plant at the crossing of the Canadian National Railways by the Canadian Pacific Railway at Coniston, Ontario.

Operation of the interlocking plant at the crossing of the Canadian Pacific Railway by the Canadian National Railways at Coldwater, Ontario.

Operation of interlocking plant at the crossing of the Canadian National Railways and the Canadian Pacific Railway at Lachevrotiere, P.Q.

Operation of interlocking plant at the crossing of the Quebec Central Railway by the Canadian National Railways at Carrier, P.Q.

#### OPERATION OF BRIDGES

Operation of bridge over the Riviere du Sud, mileage 49·3, Danville subdivision, Canadian National Railways, near Princeville, Quebec.

Operation of bridge over Nicolet River, mileage 55·74, Danville subdivision, Canadian National Railways, in the province of Quebec.

Operation of bridge over the Head Race at Shawinigan Falls, Quebec, by the Canadian Pacific Railway.

Operation of bridge over Kneehills Creek, mileage 78·8, Three Hills subdivision, in the province of Alberta.

Operation of bridge over the South Thompson River, mileage 2·78, Kamloops subdivision, in the province of British Columbia.

Operation of bridge No. 33·4, Suffield subdivision near Armelgra, Alta., by the Canadian Pacific Railway.

Operation of highway bridge carrying the line of Locke street, city of Hamilton, province of Ontario, over the tracks of the Toronto, Hamilton and Buffalo Railway.



## OPENING FOR TRAFFIC

Opening for carriage of traffic of a portion of the Flin Flon branch of the Manitoba Northern Railway between mileage 87.0 and 87.4, a distance of 0.4 miles, in the province of Manitoba.

Opening for the carriage of traffic of a portion of the Swift Current South-easterly branch of the Canadian Pacific Railway from Meyronne, mileage 44.02, to Vanguard, mileage 76.32, in the province of Saskatchewan.

Opening for the carriage of traffic the diverted line of the Montreal & Southern Counties Railway in the parish of St. Paul d'Abbotsford, province of Quebec.

Opening for the carriage of traffic of the revised location of the Canadian National Railways between mileage 30.37 and 31.12 Tete Jaune subdivision, Canadian National Railways, in the province of British Columbia.

## SUBWAYS

Operation over subway at Carlaw avenue and Gerrard street east, Toronto, Ontario, by the Canadian National Railways.

Construction of subway under the Michigan Central Railroad in lot 190, township of Stamford, county of Welland, province of Ontario.

Operation over subway at St. Maurice street, Three Rivers, Quebec, by the Canadian Pacific Railway.

Construction of subway to carry diverted highway under the Canadian National Railways at mileage 72.6, Midland subdivision in the province of Ontario.

Construction of subway under the tracks of the Canadian National Railways at the Plains Road crossing at Burlington Junction, Ontario.

Construction of a subway under the tracks of the Canadian National Railways at Plains Road crossing at Burlington Junction, Brant Block, township of Nelson, county of Halton, province of Ontario.

Construction of a subway under the Canadian National Railways on Highway No. 31, in the village of Morrisburg, county of Dundas, province of Ontario.

Construction of a subway under the tracks of the Canadian National Railways at Val Brilliant, P.Q. on Perron Boulevard and close the existing grade level crossing.

Operations of trains over the subway at De Salaberry street, between Bois de Boulogne avenue and a proposed street in Ahuntsic Ward, Montreal, P.Q.

Operation of trains over the subway on Papineau avenue between St. Gregoire and De Fleurimont streets, Montreal, P.Q. on the line of the Canadian Pacific Railway.

Construction of a subway under the Canadian Pacific Railway at mileage 124.63, Nipigon subdivision, known as Sheep Ranch crossing on the Trans-Canada Highway at Port Arthur, Ontario.

Construction of a pedestrian subway under the tracks of the Canadian Government Railways at Halifax, Nova Scotia.

Construction of a subway under the tracks of the Canadian National Railways in section 25, township 39, range 9, W. 3 M., at Ceepee, Saskatchewan, and closing of existing level crossing.

## TUNNELS

Construction of a tunnel under the Northern Alberta Railway in southwest quarter of section 8, township 55, range 24, W. 4 M. in the province of Alberta.

Construction of three entries underneath the track of the Canadian National Railways in section 16, township 20, range 20, W. 4 M. at Midlandvale, Alberta.

## CLEARANCES LESS THAN STANDARD

Approval of clearances less than standard at the Etter-MacDougall saw-mills, mileage 57·0, Hoadley subdivision, Canadian Pacific Railway in the province of Alberta.

Approval of clearances less than standard at siding for River Valley Lumber Company near Oromocto, New Brunswick, mileage 57·85, Centreville subdivision, Canadian National Railways.

Approval of clearances less than standard at conveyor bridge and canopy over the siding tracks of the Essex Terminal Railway at the Kelsey Wheel Company, Limited, city of Windsor, Ontario.

Approval of clearances less than standard at coal loading platform on the Ashfield & Fitten Company's siding at mileage 52·44 Minto subdivision at Pennlyn, New Brunswick.

Approval of clearances less than standard at coal loading platform on the J.R. Burpee siding at mileage 52·34 Minto subdivision at Pennlyn, New Brunswick on the Canadian Pacific Railway.

Approval of clearances less than standard at the siding of the Ford Motor Company of Canada Ltd. at Danforth, Ontario, on the line of the Canadian National Railways.

Approval of clearances less than standard at building located on the siding of the Pulverized Products Limited, just north of the Angus Shops, in the city of Montreal, province of Quebec.

Approval of clearances less than standard at canopy of warehouse on the branch line of the Canadian Sugar Factories at Picture Butte, Alberta, on the line of the Canadian Pacific Railway.

Approval of clearances less than standard at highway bridge over the tracks of the Toronto, Hamilton and Buffalo Railway at Locke street, Hamilton, Ontario.

Approval of clearances less than standard at overhead runway located on industrial siding of the Canadian Pacific Railway for the Nichols Chemical Company Limited at Sulphide, Ontario.

Approval of clearances less than standard at crusher plants of the Chromium Mining and Smelting Corporation, Limited, at Sault Ste. Marie, Ontario, on the line of the Algoma Central & Hudson Bay Railway.

Approval of clearances less than standard at canopy over platform of building located at D.C. Breault's siding at mileage 3·24, Park avenue subdivision, Montreal, P.Q., on the line of the Canadian Pacific Railway.

Approval of clearances less than standard at canopy over receiving dock located on the siding of the Chrysler Corporation of Canada Limited, mileage 108·10 Windsor subdivision, Canadian Pacific Railway, at Windsor, Ontario.

## FENCING

Exemption from fencing granted the Canadian Pacific Railway between the following mileages on its Shogomoc subdivision in the county of Carleton, province of New Brunswick:—

64·4 to 66·0, east side

67·6 to 67·8, west side

68·3 to 72·7, east side

78·6 to 79·5, east side

Exemption from fencing granted the Canadian National Railways between mileages 39·40 and 40·04 Central Butte subdivision on the Golf Course in city of Moosejaw, Saskatchewan.

Removal of fences along right of way of the Acme-Empress Branch of the Canadian Pacific Railway from mileage 102·4 to 103·27, both sides, and from mileage 104·3 to 104·7, both sides, in the province of British Columbia.

## STANDARD PLANS

Approval of Canadian Pacific Railway plan showing details of standard timber trestle having 30 foot openings.

Approval of Canadian Pacific Railway plan of standard high trestle for Coopers E-60 loading.

## PROTECTION—HIGHWAY CROSSINGS

Installation of wig-wag signal at the crossing of Renfrew street, Vancouver, B.C., by the Great Northern Railway.

Installation of bell and wig-wag signal at crossing of Victoria street, Simcoe, Ont., by the Lake Erie & Northern Railway, replacing Hoeschen signal.

Installation of wig-wag signal in addition to existing bell at the crossing of Talbot street, St. Thomas, Ont., by the Canadian Pacific Railway.

Installation of automatic bell and wig-wag signal at crossing of Queen street, Toronto Terminals in township of Etobicoke, province of Ontario, mile 1.21, Obico cut-off, Canadian Pacific Railway.

Improvements of grades at the crossing of the highway by the Canadian National Railways at Onslow, Nova Scotia, mileage 2.49 Springhill subdivision.

Removal of trees obstructing the view in the northwest angle of the crossing of the highway by the Canadian National Railways just east of Peffers Station, Ontario.

Removal of pine and fruit trees obstructing the view at the crossing of Provincial Highway No. 3, by the Michigan Central Railroad, 3.51 miles east of Canfield Junction, Ont.

Installation of double bells and wig-wags in lieu of existing gate at the crossing of Queen street, Niagara Falls, Ont., by the Michigan Central Railroad.

Installation of a cut-out in connection with the bell and wig-wag installation at the crossing of Clifton street, Niagara Falls, Ont., by the Michigan Central Railroad.

Lengthening of ringing circuits for highway crossing bell at highway crossing in lot 10, concession 10, near Eady, Ont., by the Canadian Pacific Railway.

Placing of day and night watchmen at the crossing of Hurontario street, Port Credit, Ont. Oakville subdivision, Canadian National Railways, also two manually operated bells and wig-wags.

Installation of wig-wag signal in addition to existing electric bell at the crossing of Adelaide street, Mount Brydges, Ont., by the Canadian National Railways.

Revision of circuits for automatic flagmen and electric locomotive gong protection at the crossing of Pembina Highway by the Canadian National Railways, mileage 1.85, Winnipeg Terminals Division.

Installation of electric bell and wig-wag signal at the crossing of Division street, Kingsville, Ont., by the Pere Marquette Railway.

Improvement to the grade at the approaches to the crossing of the Canadian Pacific Railway on County Road No. 3 opposite concession 10, township of East Garafraxa, country of Dufferin, province of Ontario.

Installation of additional devices at the highway crossing of the Canadian National Railways at Dalhousie Junction, N.B., to provide for manual operation of the wig-wag signals.

Installation of flashing light signal in addition to existing bell and wig-wag signals at the crossing of William street, Cobourg, Ont., by the Canadian National Railways.

Installation of automatic bell and wig-wag on each side of the crossing of Elliott street, Leamington, Ont., by the Pere Marquette Railway.

Installation of automatic bell and wig-wag signals on each side of the crossing of Erie street, Leamington, Ont., by the Pere Marquette Railway.



Installation of wig-wag signal in addition to existing bell at the crossing of William street, Carleton Place, Ont., by the Canadian Pacific Railway.

Installation of wig-wag signal in addition to existing bell at the crossing of Daniel street, Arnprior, Ont., by the Canadian Pacific Railway.

Removal of obstructions to view at the crossing of Franktown Road (Highway No. 29) in the township of Montague, county of Lanark, province of Ontario, by the Canadian National Railways.

Removal of obstructions to view at the crossing of Jasper Road, near Smith's Falls, Ont., mileage 1·5, Brockville subdivision, Canadian Pacific Railway.

Installation of two automatic bells and wig-wags at the crossing of Kingsbury avenue, Etobicoke, Ont., mileage 8·76, Oakville subdivision, Canadian National Railways.

Installation of wig-wag signal in addition to existing electric bell at highway crossing at Shediac, N.B., by the Canadian National Railways.

Installation of wig-wag signal in addition to existing electric bell at the crossing of the highway at Sylvan Valley, N.S., by the Canadian National Railways.

Installation of wig-wag signal in addition to existing electric bell at the crossing of the highway known as Pickard's crossing, near Marysville, N.B., by the Canadian National Railways.

Installation of two additional bells and wig-wags at the crossing of Victoria and Robinson streets, Moncton, N.B., by the Canadian National Railways.

Installation of double bells and wig-wags at the crossing of Talbot avenue, Winnipeg, Man., by the Canadian Pacific Railway.

Improvement of grade approaches to highway crossing of the Canadian National Railways on Pottery Lane, P.E.I., mileage 0·8 Kensington subdivision, Canadian National Railways.

Improvement to view at crossing of highway (Georgetown Road) by Canadian National Railways, mileage 22·2, Georgetown subdivision, in the province of Prince Edward Island.

Removal of obstruction to view at the crossing of the Canadian National Railways at mileage 57·8, Tignish Subdivision in Prince County, Prince Edward Island.

Removal of bell and wig-wag signal at Erie street to crossing at Hazelton street, Leamington, Ont., by the Pere Marquette Railway.

Removal of obstructions to view at the crossing of the Canadian National Railways at Uigg Station, P.E.I., mileage 20·29, Murray Harbour subdivision.

Removal of obstructions to view at highway crossing near Mount Herbert Station, P.E.I., mileage 4·9, Murray Harbour subdivision, Canadian National Railways.

Removal of obstructions to view at highway crossing (Melville Road) at mileage 32·2, Murray Harbour subdivision, Canadian National Railways, province of Prince Edward Island.

Removal of obstructions to view at the crossing of the Canadian National Railways at mileage 2·3 Murray Harbour subdivision, in the province of Prince Edward Island.

Removal of obstructions to view at the crossing of the Canadian National Railways, known as Hancock Crossing at mileage 30·2, Murray Harbour subdivision, in the province of Prince Edward Island.

Removal of obstructions to view at the crossing of the Canadian National Railways at St. Nicholas, in the province of Prince Edward Island, mileage 8·5, Tignish subdivision.

Removal of obstructions to view at the crossing of the Canadian National Railways at Five Houses, in the province of Prince Edward Island, mileage 35·6, ouris subdivision.



Removal of obstructions to view at the crossing of the Canadian National Railways by the Malpeque Road at mileage 7, Kensington subdivision, province of Prince Edward Island.

Removal of obstructions to view at the crossing of the Canadian National Railways by the highway at New Annan, Prince Edward Island, mileage 42.3, Kensington subdivision.

Removal of hedge on the northwest corner of the crossing of the Canadian National Railways on what is known as York Crossing, mileage 3.8, Souris subdivision, province of Prince Edward Island.

Removal of obstructions to view at the crossing of the highway by the Canadian National Railways at Roseneath, in the province of Prince Edward Island, Mile Post 1.1, Montague subdivision.

Installation of two wig-wag signals in addition to existing electric bell at highway crossing at Cook's Brook, N.B., mileage 118.8, Springhill subdivision, Canadian National Railways.

Installation of wig-wag signal in addition to existing electric bell at the crossing of King's Road, in the city of Sydney, N.S., mileage 100.9, Sydney subdivision, Canadian National Railways.

Improvement to grade approaches to crossing of Mount Edward Road by the Canadian National Railways at mileage 3.15, Kensington subdivision, province of Prince Edward Island.

Improvement to view at the crossing of the highway by the Canadian National Railways at Colville, Prince Edward Island, mileage 12.8, Kensington subdivision.

Improvement to view at crossing of the highway by the Canadian National Railways at St. Louis, Prince Edward Island, mileage 60.9, Tignish subdivision.

Improvement to view at crossing of the highway by the Canadian National Railways at Sherwood Station, Prince Edward Island, mileage 14.0, Kensington subdivision.

Removal of snow fence and hedge obstructing the view at the crossing of the Brockley Point Road by the Canadian National Railways at mileage 0.9, Souris subdivision, in the province of Prince Edward Island.

Improvement to view at the crossing of the highway by the Canadian National Railways at Union Station, Prince Edward Island, mileage 2.2, Souris subdivision.

Removal of obstructions to view at the crossing of Grant's Road by the Canadian National Railways at mileage 53.0, Souris subdivision, in the province of Prince Edward Island.

Removal of obstructions to view at the crossing of the Wharf Road by the Canadian National Railways at Mile Post 0.6, Montague subdivision, in the province of Prince Edward Island.

Removal of obstructions to view at the crossing of the highway at Blackburn, township of Metehoun, county of St. John West, province of Quebec by the Canadian National Railways.

Removal of obstructions to view at the crossing of the highway by the Canadian National Railways at Suffolk Station, Prince Edward Island.

Removal of obstructions to view at the crossing of the Milton Side Road by the Canadian National Railways at mileage 9.5, Kensington subdivision in the province of Prince Edward Island.

Removal of obstructions to view at the crossing of the highway by the Canadian National Railways at Darlington, Prince Edward Island.

Improvement to approaches at the crossing of the highway by the Canadian National Railways at Five Houses Station, Prince Edward Island, Mile Post 35.5, Souris subdivision.

Installation of double bells and wig-wags at the crossing of the highway just west of Agincourt Station, Ont., by the Canadian Pacific Railway.

Installation of automatic bell and wig-wag signal at crossing of Highway No. 27, 1.3 miles north of Midhurst Station, Ont., mileage 68.4, MacTier subdivision, Canadian Pacific Railway.

Installation of bell and wig-wag signal at the crossing of the highway 1.9 miles south of Woodbridge, Ont., mileage 9.95, MacTier subdivision, Canadian Pacific Railway.

Installation of double bells and wig-wags at the crossing of Kennedy Road being the third public crossing west of Agincourt Station, Ont., mileage 97.3, Oshawa subdivision, Canadian Pacific Railway.

Installation of double bells and wig-wags at the crossing of King's Highway No. 34 at Green Valley, Ont., between Lancaster and Hawkesbury, on the line of the Canadian Pacific Railway.

Installation of automatic bell and wig-wag signal at crossing known as St. Eleanor's Crossing, west of Summerside, P.E.I., mileage 1.95, Tignish subdivision, Canadian Pacific Railway.

Installation of automatic bell and wig-wag signal at crossing of King's Highway No. 26 just north of station at Midhurst, Ont., mileage 67.24, MacTier subdivision, Canadian Pacific Railway.

Installation of automatic bell and wig-wag signal at the crossing of the main highway, mileage 38.44, Kensington subdivision, province of Prince Edward Island.

Installation of new automatic bell and wig-wag signal at the crossing of the highway at Bath, N.B., mileage 81.5, Shogomoc subdivision, Canadian Pacific Railway.

Installation of wig-wag signal at the crossing of the highway at mileage 3.5, Kensington subdivision, Canadian National Railways, in the province of Prince Edward Island.

Installation of wig-wag signal in addition to existing bell at crossing of the highway just east of Hampton Station, N.B., at mileage 67.2, Sussex subdivision, Canadian Pacific Railway.

Installation of bell and wig-wag signal at the crossing of the main road at Richmond, P.E.I., mileage 16.3, Tignish subdivision, Canadian National Railways.

Removal of obstructions to view at crossing of the highway at mileage 9.88, Ste. Agathe subdivision, Canadian Pacific Railway, in the province of Quebec.

Removal of obstructions to view at the crossing of the highway at mileage 3.25, Ste. Agathe subdivision, Canadian Pacific Railway, in the province of Quebec.

Installation of double bells and wig-wags, each wig-wag to be equipped with flashing light, at the crossing of Yale Road, township of Chilliwack, province of British Columbia, mileage 72.2, Yale subdivision, Canadian National Railways.

Removal of obstructions to view at the highway crossing at mileage 93.57, Ste. Agathe subdivision, Canadian Pacific Railway, in the province of Quebec.

Removal of obstructions to view at the crossing of the highway at mileage 0 St. Guillaume subdivision, Canadian Pacific Railway, near Farnham Station, the province of Quebec.

Removal of obstructions to view at the crossing of Highway No. 8 at mileage 94, Waltham subdivision, Canadian Pacific Railway, in the province of Quebec.

Removal of obstructions to view at crossing of the highway at mileage 1.29, Ste. Agathe subdivision, Canadian Pacific Railway, near Nominigue, P.Q.

Removal of obstructions to view at crossing of the highway near Nominigue, P.Q., mileage 104.66, Ste. Agathe subdivision, Canadian Pacific Railway.

Removal of obstructions to view at crossing of highway at Lacoste, P.Q., mileage 96·84, Ste. Agathe subdivision, Canadian Pacific Railway.

Installation of automatic bell and wig-wag signal at crossing of the station road at Bic, P.Q., mileage 28·61, Rimouski subdivision, Canadian National Railways.

Removal of obstructions to view at the crossing of Montee Graveline Road, in the town of Laval-sur-le-Lac, P.Q., mileage 8·5, L'Original subdivision.

Installation of double bells and wig-wags at crossing of Highway No. 16 at Johnstown, Ont., about 3 miles east of Prescott, Ont., mileage 110·21, Cornwall subdivision, Canadian National Railways.

Installation of bell and wig-wag signal at crossing of the highway immediately east of Erskine, Alberta, mileage 64·2, Lacombe subdivision, Canadian Pacific Railway.

Installation of automatic bell and wig-wag signal at crossing of the highway, one mile east of Crow's Nest Station, Alberta, mileage 100·00 Crow's Nest subdivision, Canadian Pacific Railway.

Installation of automatic bell and wig-wag signal at crossing of Bowness Park Road, Calgary, Alberta, mileage 6·3, Laggan subdivision, Canadian Pacific Railway.

Installation of automatic bell and wig-wag signal at crossing of the highway east of Carbon, Alberta, mileage 58·6, Langdon subdivision, Canadian Pacific Railway.

Installation of automatic bell and wig-wag signal at the crossing of Bye Road, Ingleside, N.B., mileage 11·67, Saint John subdivision, Canadian Pacific Railway.

Installation of automatic bell and wig-wag signal at crossing of the highway two miles north of Wetaskiwin, Alberta, mileage 59·1, Leduc subdivision, Canadian Pacific Railway.

Improvement of approaches to highway crossing of Canadian National Railways opposite lots 20 and 21, township of Albion, being first crossing south of Albion, Ontario.

Installation of automatic bell and wig-wag signal at crossing of the Irish-town Road, at Sunny Brae, N.B., mileage 123·49, Springhill subdivision, Canadian National Railways.

Installation of automatic bell and wig-wag signal at the crossing of the highway immediately north of Labuma, Alberta, mileage 4·3, Leduc subdivision, Canadian Pacific Railway.

Installation of automatic bell and wig-wag signal at crossing of the highway in the town of Okotoks, Alberta, mileage 25·6, Macleod subdivision, Canadian Pacific Railway.

Installation of double bells and wig-wags in lieu of existing flashing light signals at the crossing of Victoria avenue, Ridgetown, Ont., by the Michigan Central Railroad.

Installation of gates at the crossing of Selkirk avenue, Winnipeg, Manitoba by the Canadian Pacific Railway.

Installation of automatic bell and wig-wag signal at the crossing of Highway No. 11 at Charlo, N.B., by the Canadian National Railways.

Installation of automatic bell and wig-wag at crossing of Highway No. 1 at covered bridge, Parish of St. Mary's, county of York, province of New Brunswick, on the line of the Canadian National Railways.

Installation of automatic bell and wig-wag at the crossing of the highway known as Mortimer Crossing, one mile north of Harcourt, N.B., on the line of the Canadian National Railways.

Installation of automatic bell and wig-wag signal at the crossing of Highway No. 8 at Blissfield, N.B., on the line of the Canadian National Railways.

Installation of automatic bell and wig-wag signal at the crossing of Highway No. 2 at Anagance, N.B., by the Canadian National Railways.



Installation of automatic bell and wig-wag signal at the crossing of Highway No. 11 at Jacquet River, N.B., by the Canadian National Railways.

Installation of automatic bell and wig-wag signal at the crossing of Highway No. 8 at Underhill, N.B., by the Canadian National Railways.

## RAILWAY GRADE CROSSING FUND

Contribution of 40 per cent of cost of constructing the North Bay-Sudbury Road diversion, not exceeding the sum of \$2,930.40 from the Railway Grade Crossing Fund, from the amount appropriated to this Fund from the Unemployment and Farm Relief Acts 1931 and 1932.

Contribution from the Railway Grade Crossing Fund of 40 per cent of cost of improving the grades at highway crossing at mileage 2.49, Springhill subdivision, Canadian National Railways, in province of Nova Scotia.

Contribution from the Railway Grade Crossing Fund of 40 per cent of cost of removing trees in the northwest angle of the crossing of the highway by the Canadian National Railways just east of Peffers Station, Ontario.

Contribution from the Railway Grade Crossing Fund of 40 per cent of cost of installing wig-wag signal at crossing of Talbot Street, St. Thomas, Ont., not to exceed the sum \$400, by the Canadian Pacific Railway.

Contribution from the Railway Grade Crossing Fund of 40 per cent towards the cost of removing pine and fruit trees obstructing the view at the crossing of Provincial Highway No. 3 (Cannboro or Dunnville Road) by the Michigan Central Railroad, 3.51 miles east of Canfield Junction, in the province of Ontario.

Contribution of 40 per cent from the Railway Grade Crossing Fund, not to exceed the sum of \$280 towards the installation of a wig-wag signal in addition to existing electric bell at the crossing of Adelaide Street, Mount Brydges, Ont., by the Canadian National Railways.

Contribution of 40 per cent from the Railway Grade Crossing Fund towards the cost of moving bell at crossing of St. Hyacinthe Street, Hull, Que., to the southeast angle of the crossing, by the Canadian Pacific Railway.

Contribution of 40 per cent from the Railway Grade Crossing Fund not to exceed \$12 towards the cost of constructing a farm crossing for use of J. B. Miller, a short distance from the old Truro Road crossing on the Canadian National Railways between Milford and Elmsdale, county of Hants, province of Nova Scotia.

Contribution of 40 per cent from the Railway Grade Crossing Fund towards cost of installing bell and wig-wag at the crossing of the highway by the Canadian National Railways at mileage 23.2, Huntsville subdivision, province of Ontario.

Contribution of 70 per cent of the cost, not exceeding \$147,000 from the Railway Grade Crossing Fund from the amount appropriated to that Fund under the Supplementary Public Works Construction Act, 1935, towards the cost of constructing a subway under the tracks of the Canadian National Railways at Plains Road crossing at Burlington Junction, Ontario.

Contribution of 70 per cent of the cost, not exceeding the sum of \$32,162.95, or constructing diversion of the Trans-Canada Highway and an overhead bridge cross the Canadian National Railways at Springhill Junction, Nova Scotia.

Contribution of 70 per cent, not exceeding the sum of \$420 from the Railway Grade Crossing Fund from the amount appropriated to that Fund under the Supplementary Public Works Construction Act, 1935, towards cost of installing automatic bell and wig-wag signal at the crossing of Division street, Kingsville, Ont., by the Pere Marquette Railway.

Contribution from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, of the whole cost of highway diversion and closing of highway crossing at mileage 94.3, Sherbrooke subdivision, Canadian Pacific Railway, in the province of Quebec.



Contribution of 40 per cent, not exceeding the sum of \$9,210.72, from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, towards cost of constructing an overhead crossing of the Canadian Pacific Railway, in lieu of existing grade crossing, in lot 13, concession 2, of the township of Oso, in province of Ontario, north of the village of Sharbot Lake, mileage 21.1, Havelock subdivision, of the Canadian Pacific Railway.

Contribution of 40 per cent, not exceeding the sum of \$24.80, from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, towards the cost of removing obstructions to view at first highway crossing north of Callander, Ont., by the Canadian National Railways.

Contribution of 70 per cent, not exceeding the sum of \$5,250, from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, towards cost of constructing a grade level crossing of the Canadian National Railways, nine miles north of Kelowna, British Columbia.

Contribution of the total cost from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, of the construction of an overhead crossing of the Canadian National Railways in northeast quarter of section 17, township 38, range 26, West 2nd Meridian, province of Saskatchewan.

Contribution of 70 per cent, not exceeding the sum of \$105,000 from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, towards the cost of constructing a subway under the Canadian National Railways on Highway No. 31, Morrisburg, Ontario.

Contribution of 70 per cent, not exceeding the sum of \$35,000 from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, towards the cost of constructing a subway under the Canadian Pacific Railway at mileage 124.63, Nipigon subdivision, known as Sheep Ranch Crossing, on the Trans-Canada Highway, Port Arthur, Ontario.

Contribution of the total cost, not exceeding the sum of \$1,092.36, of improvement to the grade at the approaches to the crossing of the Canadian Pacific Railway on County Road No. 3, opposite concession 10, between lots 5 and 6 of the township of East Garafraxa, county of Dufferin, province of Ontario.

Contribution of the total cost, not exceeding the sum of \$6,590, of the highway diversion at Laurier, British Columbia, and closing of two existing grade crossings of the Vancouver, Victoria and Eastern Railway, from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935.

Contribution of the total cost, not exceeding the sum of \$2,850, from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, of constructing overhead bridge at Third avenue, Fauquier, Ontario, and closing of existing level crossing of the Canadian National Railways, mileage 49.95, Kapuskasing subdivision.

Contribution of 40 per cent, not exceeding the sum of \$72, from the Railway Grade Crossing Fund towards the cost of installing additional devices at the highway crossing of the Canadian National Railways at Dalhousie Junction New Brunswick, to provide for manual operation of the wig-wag signals.

Contribution of 40 per cent, not exceeding the sum of \$640, from the Railway Grade Crossing Fund towards the cost of installing a flashing light signal in addition to existing bell and wig-wag signals at the crossing of William street, Cobourg, Ont., by the Canadian National Railways.

Contribution of 55 per cent, not exceeding the sum of \$17,890.40 from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, towards the cost of constructing highway diversion and closing of two existing highway crossings of the Canadian National Railways at White Point, Nova Scotia.

Contribution of 70 per cent, not exceeding the sum of \$1,166.20, from the Railway Grade Crossing Fund from the amount appropriated to that fund from the Supplementary Public Works Construction Act, 1935, towards the cost of installing automatic bell and wig-wag signals on each side of the crossing of Elliott street west, Leamington, Ont., by the Pere Marquette Railway.

Contribution of the whole cost, not exceeding the sum of \$1,800, from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for installing wig-wag signal in addition to existing bell at crossing of William street, Carleton Place, Ont., by the Canadian Pacific Railway.

Contribution of the whole cost, not exceeding the sum of \$2,400, from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for installing wig-wag signal in addition to existing bell at crossing of Daniel street, Arnprior, Ont., by the Canadian Pacific Railway.

Contribution of the whole cost, not exceeding the sum of \$2,000, from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for the removal of obstructions to view at the crossing of the Franktown road (Highway No. 29) in the township of Montague, county of Lanark, province of Ontario, by the Canadian National Railways.

Contribution of the whole cost, not exceeding the sum of \$300, from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for the removal of obstructions to view at crossing of Jasper road, near Smith's Falls, Ont., mileage 1.5, Brockville subdivision, Canadian Pacific Railway.

Contribution of the whole cost, not exceeding the sum of \$5,250, from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for installing two automatic bells and wig-wags at the crossing of Kingsbury avenue, Etobicoke, Ont., by the Canadian National Railways.

Contribution of 70 per cent, not exceeding the sum of \$5,460, from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for construction of an overhead highway bridge across the Canadian National Railways on 10th avenue, New Hazelton, B.C., and the closing of two existing grade crossings.

Contribution of 70 per cent, not exceeding the sum of \$21,000, from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for construction of a subway under the tracks of the Canadian National Railways in section 25, township 39, range 9, West 3rd Meridian, at Ceepee, Saskatchewan, and closing of existing grade level crossing.

Contribution of 70 per cent, not exceeding the sum of \$7,371.63, from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for construction of a diversion of the Montreal-Sherbrooke Highway No. 1 in the parish of St. Paul d'Abbotsford, province of Quebec, to eliminate two existing grade level crossings of the Montreal and Southern Counties Railway.



Contribution of 70 per cent, not exceeding the sum of \$15,400, from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for construction of an overhead bridge across the Canadian National Railways on No. 14 Highway, north of section 35, township 35, range 11, West 3rd Meridian, near Kinley, Saskatchewan, and the closing of existing grade crossing.

Contribution of 85 per cent, not exceeding the sum of \$807.50, from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for installation of wig-wag signal in addition to existing electric bell at crossing of the highway at Shediac, New Brunswick, by the Canadian National Railways.

Contribution of 85 per cent, not exceeding the sum of \$850, from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for installation of wig-wag signal in addition to existing electric bell at the crossing of the highway at Sylvan Valley, Nova Scotia, by the Canadian National Railways.

Contribution of 85 per cent, not exceeding the sum of \$850, from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for the installation of a wig-wag signal in addition to existing electric bell at the crossing of the highway known as Pickard's Crossing, near Marysville, New Brunswick, mileage 107.14, Nashwaak subdivision, Canadian National Railways.

Contribution of 55 per cent, not exceeding the sum of \$2,200, from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for construction of a diversion of the highway along the south side of the Canadian National Railways at Albany, Prince Edward Island, mileage 7.4, Borden subdivision, the two existing crossings to be closed.

Contribution of 85 per cent, not to exceed the sum of \$1,190, from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for installation of two additional bells and wig-wags at the crossing of Victoria and Robinson streets, Moncton, New Brunswick, by the Canadian National Railways.

Contribution of 55 per cent, not exceeding the sum of \$3,135 from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, to divert the highway and close two existing crossings on the Canadian National Railways near Lunenburg, Nova Scotia.

Contribution of 90 per cent, not exceeding the sum of \$22,500 from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for construction of an overhead highway bridge over the Canadian Pacific Railway in north half of section 12, township 9, range 17, West 3rd Meridian, on Provincial Highway No. 13, one mile west of Scotsguard, Saskatchewan.

Contribution of the whole cost, not exceeding \$3,900 from the Railway Grade Crossing Fund, from the amount appropriated to that fund, under the Supplementary Public Works Construction Act, 1935, for installation of double bells and wig-wags at the crossing of Talbot avenue, Winnipeg, Manitoba, by the Canadian Pacific Railway.

Contribution of 70 per cent, not exceeding the sum of \$915, from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Public Works Construction Act, 1935, for removal of electric bell and wig-wag from Erie street and placing same at Hazelton street, Leamington, Ontario, by the Pere Marquette Railway.

Contribution of 70 per cent, not exceeding the sum of \$1,400, from the Railway Grade Crossing Fund, from the amount appropriated to that fund

under the Supplementary Public Works Construction Act, 1935, for removal of obstructions to view at highway crossing at Uigg Station, Prince Edward Island, mileage 20·29, Murray Harbour subdivision, Canadian National Railways.

Contribution of 70 per cent, not exceeding the sum of \$350 from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for removal of obstructions to view at highway crossing near Mount Herbert Station, Prince Edward Island, mileage 4·9, Murray Harbour subdivision, Canadian National Railways.

Contribution of 70 per cent, not exceeding \$35 from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for removal of obstructions to view at highway crossing (Melville Road) at mileage 32·2, Murray Harbour subdivision, Canadian National Railways, in the province of Prince Edward Island.

Contribution of 70 per cent, not exceeding the sum of \$140 from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for improvement to grade approaches at highway crossing of the Canadian National Railways on Pottery Lane, in the province of Prince Edward Island.

Contribution of 70 per cent, not exceeding the sum of \$140, from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for removal of obstructions to view at highway crossing (Georgetown Road) by the Canadian National Railways mileage 22·2, Georgetown subdivision, in the province of Prince Edward Island.

Contribution of 70 per cent, not exceeding the sum of \$140 from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for removal of obstructions to view at crossing of Canadian National Railways at mileage 2·3, Murray Harbour subdivision, in the province of Prince Edward Island.

Contribution of 70 per cent, not exceeding the sum of \$35 from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for removal of obstructions to view at crossing of the Canadian National Railways known as Hancock Crossing at mileage 30·2, Murray Harbour subdivision, in the province of Prince Edward Island.

Contribution of 70 per cent, not exceeding the sum of \$87·50, from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for removal of obstructions to view at crossing of the Canadian National Railways at St. Nicholas, province of Prince Edward Island, mileage 8·5, Tignish subdivision.

Contribution of 70 per cent, not exceeding the sum of \$70, from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Public Works Construction Act, 1935, for removal of obstructions to view at crossing of the Canadian National Railways at Five Houses, in the province of Prince Edward Island, at mileage 35·6, Souris subdivision.

Contribution of 70 per cent, not exceeding the sum of \$350, from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for construction of a diversion of the highway on the north side of the track connecting with the Canadian National Railways' crossing at mileage 6·5 Kensington subdivision, in the province of Prince Edward Island, the existing crossing to be closed.

Contribution of 70 per cent, not exceeding the sum of \$140 from the Railway Grade Crossing Fund, from the amount appropriated to that fund under



the Supplementary Public Works Construction Act, 1935, for removal of obstructions to view at the crossing of the Canadian National Railways by the Malpeque Road at mileage 7, Kensington subdivision, province of Prince Edward Island.

Contribution of 70 per cent, not exceeding the sum of \$52.50 from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for removal of obstructions to view at highway crossing at New Annan, Prince Edward Island, mileage 42.3, Kensington subdivision.

Contribution of 70 per cent, not exceeding the sum of \$70 from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for removal of hedge in the northwest corner of the crossing of the Canadian National Railways on what is known as York Crossing, mileage 3.8, Souris subdivision, province of Prince Edward Island.

Contribution of 70 per cent, not exceeding the sum of \$140 from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for removal of obstructions to view at highway crossing at Roseneath, Prince Edward Island, Mile Post 1.1, Montague subdivision, Canadian National Railways.

Contribution of 85 per cent, not exceeding the sum of \$1,445 from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for installing two wig-wag signals in addition to existing electric bells at the crossing of the highway at Cook's Brook, New Brunswick, mileage 118.8, Springhill subdivision, Canadian National Railways.

Contribution of 85 per cent, not exceeding the sum of \$765 from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for installation of wig-wag signal in addition to existing electric bell at the crossing of King's Road, Sydney, Nova Scotia, mileage 100.9, Sydney subdivision, Canadian National Railways.

Contribution of 70 per cent not exceeding the sum of \$140 from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for improving the grade approaches to crossing of Mount Edward Road by the Canadian National Railways at mileage 3.15, Kensington subdivision, province of Prince Edward Island.

Contribution of 70 per cent, not exceeding the sum of \$140, from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for improving the view at the crossing of the highway by the Canadian National Railways at Mount Edward Road, Prince Edward Island, mileage 12.8, Kensington subdivision.

Contribution of 70 per cent, not exceeding the sum of \$280, from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for improving the view at crossing of the highway by the Canadian National Railways at St. Louis, Prince Edward Island, mileage 60.9, Tignish subdivision.

Contribution of 70 per cent, not exceeding the sum of \$35, from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for improving the view at the crossing of the highway by the Canadian National Railways at Sherwood Station, Prince Edward Island, mileage 4.0, Kensington subdivision.

Contribution of 70 per cent, not exceeding the sum of \$35, from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for improving the

view at the crossing of the highway of the Brackley Point Road by the Canadian National Railways at mileage 0.9, Souris subdivision, in the province of Prince Edward Island.

Contribution of 70 per cent, not exceeding the sum of \$70, from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for removing obstructions to the view at the crossing of the highway by the Canadian National Railways at Union Station, Prince Edward Island, mileage 2.2, Souris subdivision.

Contribution of 70 per cent, not exceeding the sum of \$105, from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for removing obstructions to the view at the crossing of Grant's Road by the Canadian National Railways at mileage 53.0, Souris subdivision, in the province of Prince Edward Island.

Contribution of 70 per cent, not exceeding the sum of \$140, from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for removing obstructions to the view at the crossing of Wharf Road by the Canadian National Railways at Mile Post 0.6, Montague subdivision, in the province of Prince Edward Island.

Contribution of the whole cost, not exceeding the sum of \$109, from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for removing obstructions to the view at the crossing of the highway at Blackburn, in the township of Metchouan, county of Lake St. John West, province of Quebec.

Contribution of 70 per cent, not exceeding the sum of \$280, from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for removal of obstructions to the view at the crossing of the highway by the Canadian National Railways at Suffolk Station, Prince Edward Island.

Contribution of 70 per cent, not exceeding the sum of \$21, from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for removal of obstructions to the view at crossing of Milton Side Road by the Canadian National Railways at mileage 9.5, Kensington subdivision, in the province of Prince Edward Island.

Contribution of 70 per cent, not exceeding the sum of \$17.50, from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for removal of obstructions to the view at the crossing of the highway by the Canadian National Railways at Darlington, in the province of Prince Edward Island.

Contribution of 70 per cent, not exceeding the sum of \$210, from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for improving the grade approaches to the crossing of the highway by the Canadian National Railways at Five Houses Station, Prince Edward Island, mileage 35.5, Souris subdivision.

Contribution of 40 per cent, not exceeding the sum of \$892, from the Railway Grade Crossing Fund for diversion of the public highway in the southwest quarter of section 15, township 41, range 14, west of the 4th meridian, province of Alberta, on the line of the Canadian National Railways.

Contribution of 70 per cent, not exceeding the sum of \$3,150, from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for the installation of double bells and wig-wags at the crossing of the highway just west of Agincourt Station, Ont., by the Canadian Pacific Railway.

Contribution of 70 per cent, not exceeding the sum of \$1,260, from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for installation of automatic bell and wig-wag signal at crossing of Highway No. 27, 1.3 miles north of Midhurst Station, Ont., mileage 68.4, MacTier subdivision.

Contribution of 70 per cent, not exceeding the sum of \$1,750, from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for installing bell and wig-wag signal at the crossing of the highway 1.9 miles south of Woodbridge Station, Ont., mileage 9.95, MacTier subdivision, Canadian Pacific Railway.

Contribution of 70 per cent, not exceeding the sum of \$2,240, from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for installing double bells and wig-wags at the crossing of Kennedy Road, being the third public crossing west of Agincourt Station, Ont., mileage 97.3, Oshawa subdivision, Canadian Pacific Railway.

Contribution of 70 per cent, not exceeding the sum of \$2,200 from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for installation of double bells and wig-wags at crossing of King's Highway No. 34 at Green Valley, Ont., between Lancaster and Hawkesbury, on the line of the Canadian Pacific Railway.

Contribution of 70 per cent, not exceeding the sum of \$14,000 from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for diversion of the Vernon-Armstrong Highway between mileage 37.1 and 38.5 of the Canadian Pacific Railway, Okanagan subdivision near Larkin, British Columbia.

Contribution of 70 per cent, not exceeding the sum of \$1,400 from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for installation of automatic bell and wig-wag signal at crossing known as St. Eleanor's Crossing, west of Summerside, Prince Edward Island, mileage 1.95, Tignish subdivision, Canadian Pacific Railway.

Contribution of 70 per cent, not exceeding the sum of \$1,750 from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, of the cost of installing automatic bell and wig-wag signal at the crossing of the King's Highway No. 26, just north of station at Midhurst, Ont., mileage 67.24, MacTier subdivision, Canadian Pacific Railway.

Contribution of 70 per cent, not exceeding the sum of \$1,400 from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, of the cost of installing automatic bell and wig-wag signal at the crossing of the main highway, mileage 38.44, Kensington subdivision, Canadian National Railways, in the province of Prince Edward Island.

Contribution of the whole cost, not exceeding the sum of \$12,000 for constructing an overhead highway crossing of the Canadian National Railways at a point 9 miles north of Kelowna, British Columbia, from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935.

Contribution of 70 per cent, not exceeding the sum of \$38,500 from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for constructing a subway under the tracks of the Canadian National Railways at Perron Boulevard, village of Val Brilliant, P.Q.



Contribution of 70 per cent, not exceeding the sum of \$1,400, from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, of the cost of installing a wig-wag signal at the crossing of the highway at mileage 6·5, Kensington subdivision, Canadian National Railways, in the province of Prince Edward Island.

Contribution of 70 per cent, not exceeding the sum of \$770, from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, of the cost of installing a wig-wag signal in addition to the existing bell at crossing of the highway just east of Hampton Station, New Brunswick, mileage 67·2, Sussex subdivision, Canadian Pacific Railway.

Contribution of 70 per cent, not exceeding the sum of \$1,470, from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, of the cost of installing a bell and wig-wag signal at the main road, Richmond, Prince Edward Island, mileage 16·3, Tignish subdivision, Canadian National Railways.

Contribution of the whole cost, not exceeding the sum of \$500, from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for removal of obstructions to the view at crossing of the highway at mileage 59·88, Ste. Agathe subdivision, Canadian Pacific Railway, in the province of Quebec.

Contribution of the whole cost, not exceeding the sum of \$2,000, from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for removal of obstructions to the view at the highway crossing at mileage 49·25, Ste. Agathe subdivision, Canadian Pacific Railway, province of Quebec.

Contribution of 85 per cent, not exceeding the sum of \$3,485, from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, of the cost of installing double bells and wig-wags, each wig-wag to be equipped with a flashing light, at the crossing of Yale Road, mileage 72·2, Yale subdivision, Canadian Pacific Railway, province of British Columbia.

Contribution of 70 per cent, not exceeding the sum of \$4,200 from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, of the cost of constructing a diversion of No. 5 Highway, and a crossing of the Canadian National Railways at Cote, Saskatchewan, mileage 94·46, Togo subdivision, Canadian National Railways.

Contribution of the whole cost, not exceeding the sum of \$600, from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for removal of obstructions to the view at highway crossing at mileage 93·57, Ste. Agathe subdivision, Canadian Pacific Railway, in the province of Quebec.

Contribution of the whole cost, not exceeding the sum of \$125, from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for removal of obstructions to the view at highway crossing at mileage 1·0, St. Guillaume subdivision, Canadian Pacific Railway, in the province of Quebec.

Contribution of the whole cost, not exceeding the sum of \$770, from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for removing obstructions to view at the crossing of No. 8 Highway, at mileage 27·94, Waltham subdivision, Canadian Pacific Railway, in the province of Quebec.

Contribution of the whole cost, not exceeding the sum of \$800, from the Railway Grade Crossing Fund from the amount appropriated to that fund under



the Supplementary Public Works Construction Act, 1935, for removing obstructions to the view at highway crossing at mileage 105·29, Ste. Agathe subdivision, Canadian Pacific Railway, near Nominigüe, P.Q.

Contribution of the whole cost, not exceeding the sum of \$600, from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for removal of obstructions to the view at highway crossing near Nominigüe, P.Q., mileage 104·66, Ste. Agathe subdivision, Canadian Pacific Railway.

Contribution of the whole cost, not exceeding the sum of \$800, from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for removal of obstructions to the view at crossing of the highway at Lacoste, P.Q., mileage 96·84, Ste. Agathe subdivision, Canadian Pacific Railway.

Contribution of 85 per cent of the cost, not exceeding the sum of \$977·50, from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for installing automatic bell and wig-wag signal at highway crossing at Bic, P.Q., mileage 28·61, Rimouski subdivision, Canadian National Railways.

Contribution of the whole cost, not exceeding the sum of \$400, from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for removing obstructions to the view at the crossing of Montee Graveline Road, in the town of Laval-sur-le-Lac, P.Q., mileage 8·5, L'Original subdivision, Canadian National Railways.

Contribution of the whole cost, not exceeding the sum of \$3,640, from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for installation of double bells and wig-wags at the crossing of Highway No. 16 at Johnstown, Ont., about 3 miles east of Prescott, Ont., mileage 110·21, Cornwall subdivision, Canadian National Railways.

Contribution of 70 per cent of the cost, not exceeding the sum of \$350, from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for construction of a highway crossing in station yard at Burdett, Alberta, opposite Main street on the line of the Canadian Pacific Railway.

Contribution of 70 per cent of the cost, not exceeding the sum of \$1,820 from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for installation of automatic bell and wig-wag signal at the crossing of the highway immediately east of Erskine, Alta., mileage 64·2, Lacombe subdivision, Canadian Pacific Railway.

Contribution of 70 per cent of the cost, not exceeding the sum of \$1,820 from the Railway Grade Crossing Fund under the Supplementary Public Works Construction Act, 1935, for installation of bell and wig-wag signal at highway crossing one mile east of Crow's Nest station, Alberta, mileage 100·00, Crow Nest subdivision, Canadian Pacific Railway.

Contribution of 70 per cent of the cost, not exceeding the sum of \$1,820 from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for installing electrical bell and wig-wag signal at crossing of Bowness Park Road, Calgary, Alberta, mileage 6·3, Laggan subdivision, Canadian Pacific Railway.

Contribution of 70 per cent of the cost, not exceeding the sum of \$1,820 from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for installation of automatic bell and wig-wag signal at crossing of the highway east of Carbon, Alberta, mileage 58·6, Langdon subdivision, Canadian Pacific Railway.

Contribution of 70 per cent of the cost, not exceeding the sum of \$14,000 from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for construction of an undercrossing of the Canadian Pacific Railway, at mileage 57·0, Crow's Nest Subdivision, immediately west of Mounsell, Alberta.

Contribution of 70 per cent of the cost, not exceeding the sum of \$1,260 from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for installing an automatic bell and wig-wag at the crossing of Bye Road, Ingleside, New Brunswick, mileage 11·67, Saint John subdivision, Canadian Pacific Railway.

Contribution of 70 per cent of the cost, not exceeding the sum of \$1,820 from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for installation of automatic bell and wig-wag signal at crossing of highway, 2 miles north of Wetaskiwin, Alberta, mileage 59·1, Leduc subdivision, Canadian Pacific Railway.

Contribution of 70 per cent of the cost, not exceeding the sum of \$10,500 from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for construction of an overhead highway crossing of the Canadian Pacific Railway at mileage 72·8, Crow's Nest subdivision, in the province of Alberta.

Contribution of 40 per cent of the cost, not exceeding the sum of \$332 from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for improving the approaches to the highway at first crossing south of Albion, Ont., on the line of the Canadian Pacific Railway.

Contribution of the whole cost, not to exceed the sum of \$2,200 from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for installation of automatic bell and wig-wag signal at crossing of the Irishtown Road, Sunny Brae, New Brunswick, mileage 123·49, Springhill subdivision, Canadian National Railways.

Contribution of 70 per cent of the cost, not exceeding the sum of \$1,820 from the Railway Grade Crossing Fund, from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for installing automatic bell and wig-wag signal at the crossing of the highway immediately north of Labuma, Alberta, mileage 4·3, Leduc subdivision, Canadian Pacific Railway.

Contribution of 70 per cent of the cost, not exceeding the sum of \$1,820 from the Railway Grade Crossing Fund from the amount appropriated to this fund under the Supplementary Public Works Construction Act, 1935, for installation of automatic bell and wig-wag signal at crossing of the highway in the town of Okotoks, Alberta, mileage 25·6, MacLeod subdivision, Canadian Pacific Railway.

Contribution of 40 per cent of the cost, not exceeding the sum of \$240 from the Railway Grade Crossing Fund for installing double bells and wig-wags at the crossing of Victoria avenue, Ridgetown, Ontario, by the Michigan Central Railroad.

Contribution of 70 per cent of the cost, not exceeding the sum of \$1,085 from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for installation of automatic bell and wig-wag signal at the crossing of Highway No. 8 at Covered Bridge, in the parish of St. Mary's, county of York, province of New Brunswick.



Contribution of 70 per cent of the cost, not exceeding the sum of \$980 from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for the installation of automatic bell and wig-wag signal at the crossing of the highway known as Mortimer crossing, one mile north of Harcourt, province of New Brunswick, on the line of the Canadian National Railways.

Contribution of 70 per cent of the cost, not exceeding the sum of \$1,155 from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for installation of bell and wig-wag signal at the crossing of Highway No. 8 at Blissfield, New Brunswick, on the Canadian National Railways.

Contribution of 70 per cent of the cost, not exceeding the sum of \$1,960 from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for the installation of an automatic bell and wig-wag signal at the crossing of Highway No. 2 at Anagance, New Brunswick, by the Canadian National Railways.

Contribution of 70 per cent of the cost, not exceeding the sum of \$1,995 from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for the installation of bell and wig-wag signal at the crossing of Highway No. 11 at Jacquet River, New Brunswick, by the Canadian National Railways.

Contribution of 70 per cent of the cost, not exceeding the sum of \$1,085 from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Public Works Construction Act, 1935, for installation of automatic bell and wig-wag signal at the crossing of Highway No. 8 at Underhill, New Brunswick, by the Canadian National Railways.

Contribution of 70 per cent of the cost, not exceeding the sum of \$45,000 from the Railway Grade Crossing Fund from the amount appropriated to that fund under the Supplementary Public Works Construction Act, 1935, for construction of a subway under the tracks of the Canadian National Railways at Grand Mere, P.Q., mileage 81.93 Grand Mere subdivision.

Contribution of 40 per cent of the cost, not exceeding the sum of \$840 from the Railway Grade Crossing Fund for lengthening the ringing circuits of the automatic electric bell at the crossing of Norwich and Wilson streets, Woodstock, Ont., by the Canadian National Railways.

#### RAILWAY GRADE CROSSING FUND

In accordance with the provisions of subsection (5) of section 262 of the Railway Act, 1909, provision was made that the sum of \$200,000 each year, for ten consecutive years from the 1st day of April, 1909, be appropriated and set apart from the consolidated revenue fund for the purpose of aiding actual construction work for the protection, safety and convenience of the public in respect of highway crossings of railways at rail level, in existence on the 1st day of April, 1909, the said sums to be placed to the credit of a special account to be known as "The Railway Grade Crossing Fund," to be applied by the Board, subject to certain limitations set out in the Act, and amending Acts, solely towards the cost (not including that of maintenance and operation) of actual construction work for the purpose specified. In 1919, the same sum was voted for another ten years and again in 1929. An amount of \$500,000 was transferred to the Railway Grade Crossing Fund from the Unemployment Relief Fund, 1930, and \$500,000 from the Unemployment and Farm Relief Fund, 1931-32; \$500,000 by special vote of parliament in 1934, and \$1,000,000 by the Public Works Construction Act, 1935, making the total amount provided up to the end of the year 1935, \$7,400,000. Out of these funds \$6,785,917.22 has already been paid and practically all of the remainder has been committed.

In 1928, the Railway Act was amended by chapter 43, 18-19 George V, and provision was made that in the case of any one crossing the total amount of money to be applied by the Board out of the Railway Grade Crossing Fund, in providing protection, safety and convenience for the public, shall be 40 per cent of the cost of the actual construction work, and in no case shall the contribution exceed \$100,000. Under the terms of the Public Works Construction Act, 1935, grants could be made up to 100 per cent of the cost of construction, out of the funds provided under that Act.

Provision is also made that in case any province contributes towards the Railway Grade Crossing Fund, the Board may apportion, direct and order payment out of the amount so contributed by such province for the purpose of the said fund, subject to any conditions and restrictions made and imposed by such province in respect of its contribution.

GENERAL STATEMENT SHOWING NUMBER OF INDUSTRIAL SIDINGS, BRIDGES, CROSSINGS, DIVERSIONS, BELLS AND WIG-WAGS INSTALLED DURING YEAR ENDED DECEMBER 31, 1935.

Province	Industrial Sidings	Highway Crossings	Highway Diversions	Highway Crossings Closed	Farm Crossings	Over-head Highway
British Columbia.....	6	14	2	7	0	2
Alberta.....	17	22	6	18	0	2
Saskatchewan.....	0	11	4	13	0	3
Manitoba.....	6	8	2	6	1	0
Ontario.....	10	22	2	8	1	4
Quebec.....	0	19	4	7	0	0
New Brunswick.....	1	1	0	0	0	0
Nova Scotia.....	1	4	5	9	0	1
Prince Edward Island.....	0	0	3	4	0	0
Total.....	41	101	28	72	2	12

Province	Crossing Subway	Wig-Wag Signal	Bells and Wig-wag	Bridges	Electric Bells	Cattle Guard Exemptions
British Columbia.....	0	1	2	12	0	0
Alberta.....	1	0	7	3	0	0
Saskatchewan.....	1	0	0	0	0	0
Manitoba.....	0	0	2	0	0	7
Ontario.....	6	5	30	2	0	80
Quebec.....	2	0	1	0	0	0
New Brunswick.....	0	5	12	0	0	0
Nova Scotia.....	1	3	0	2	0	0
Prince Edward Island.....	0	1	4	0	0	0
Total.....	11	15	58	19	0	87

From the 1st day of April, 1909, to the 31st day of December, 1935, the Board ordered contributions from the Railway Grade Crossing Fund towards the protection of 1,611 crossings, as follows:—

By Automatic interlocking plants.....	14
Closing crossings.....	195
Crossings eliminated.....	99
Diversion and overhead bridge.....	11
Diversion and subway.....	9
Diversion to subway.....	4
Electric bell.....	193
Electric bell and flashlight.....	2
Electric bell and wigwag.....	500
Electric bell and wigwag and removing obstructions to view.....	7
Electric flashlight.....	1
Easing curve on approach to bridge.....	1
Gates.....	125
Gates, automatic.....	3



## RAILWAY COMMISSIONERS OF CANADA

Gates, electric .....	1
Gates and half interlocker .....	1
Improvement to grade on crossing approaches .....	11
Footbridge .....	1
Lengthening ringing circuit of bells .....	2
Lightning flash signals .....	49
Overhead bridges .....	96
Pedestrian subways .....	2
Shelter (watchman) .....	1
Removing obstructions to view and reducing grade .....	6
Removing obstructions to view .....	132
Subways .....	122
Tower (watchman) .....	3
Tunnel .....	1
Floodlights .....	1
Wigwags .....	7

There were 240 highway diversions constructed which made it possible to close 195 crossings, and eliminate traffic from 99 crossings.

During the year 1935, protection was provided at 124 crossings, as follows:—

By Closing crossing .....	14
Diversion and overhead bridge .....	2
Diversion and subway .....	3
Eliminating traffic from crossing .....	3
Electric bell and wigwag .....	46
Electric flashlight .....	1
Improvement to grade on crossing approaches .....	5
Overhead bridges .....	6
Removing obstructions to view .....	39
Subways .....	4

Eleven highway diversions were approved during the year, which made it possible to close 14 crossings, and eliminate traffic from three crossings.

During the year \$481,537.89 was paid out of the Railway Grade Crossing Fund.

#### SUMMARY OF COMMITMENTS AND RESERVES MADE AGAINST FUNDS PROVIDED UNDER PUBLIC WORKS CONSTRUCTION ACT, 1935

British Columbia .....	\$ 41,535 00
Alberta .....	44,580 00
Saskatchewan .....	81,520 00
Manitoba .....	103,900 00
Ontario .....	330,754 05
Quebec .....	225,122 69
New Brunswick .....	29,977 50
Nova Scotia .....	76,448 35
Prince Edward Island .....	12,843 50
	<hr/>
	\$ 946,681 09
Reserve held in case of over-run on estimate .....	53,318 91
	<hr/>
	\$1,000,000 00

#### EXPENDITURES FOR PROTECTION AT HIGHWAY CROSSINGS 1909 TO DECEMBER 31, 1935.

Province	Grade Crossing Fund	Per- centage of Total	Municipality	Per- centage of Total	Railway	Per- centage of Total	Total
	\$		\$		\$		\$
British Columbia..	540,612 90	33-04	689,521 88	42-13	406,384 43	24-83	1,636,519 21
Alberta .....	281,627 32	27-13	365,140 60	35-18	391,286 23	37-69	1,038,054 15
Saskatchewan .....	200,513 90	16-66	696,229 48	57-84	306,862 65	25-50	1,203,606 03
Manitoba .....	179,670 18	30-16	193,838 04	32-64	220,941 76	37-20	593,849 98
Ontario .....	4,374,440 19	16-73	8,439,177 68	32-27	13,335,459 44	51-00	26,049,977 31
Quebec .....	723,321 50	23-38	1,625,870 42	53-56	743,923 04	24-06	3,093,114 96
New Brunswick .....	133,574 10	35-77	107,887 13	28-90	131,879 58	35-33	373,358 81
Nova Scotia .....	351,779 22	40-02	324,032 11	36-86	203,217 98	23-12	879,029 31
Prince Edward Id.	977 81	40-00	263 76	14-88	1,102 93	45-12	2,444 50
Total .....	6,785,917 12	19-41	12,442,061 10	35-58	15,741,076 04	45-01	34,969,054 26

The above figures include payments from the Unemployment Relief Funds and Public Works Construction Act, 1935.

## APPENDIX "C"

REPORT OF THE CHIEF OPERATING OFFICER OF THE BOARD  
FOR THE YEAR ENDED DECEMBER 31, 1935

January 30, 1936.

P. F. BAILLARGEON, Esq.,  
Secretary, Board of Railway Commissioners,  
Ottawa.

DEAR SIR,—I submit, for the Board's thirty-first report, the annual report of the Operating Department for the year ended December 31, 1935. For convenience all detail statements are indexed as follows:—

Statements Numbers One and Two:

Railways on which various accidents occurred.

Statements Numbers Three and Four:

Character of Accidents and railway on which they occurred.

Statement Number Five:

Comparative figures of accidents for years 1934 and 1935.

Statement Number Six:

Comparative figures for years 1934 and 1935, showing railways on which the accidents occurred.

Statement Number Seven:

Train collisions and the railways on which they occurred.

Statement Number Eight:

Train derailments showing killed and injured, and railways involved.

Statement Number Nine:

Comparative statement showing number of killed and injured on railways, for ten-year period ended December 31, 1935.

Statement Number Ten:

Number of trespassers killed and injured, segregated by railways and provinces.

Statement Number Eleven:

More prominent type of accidents, showing comparative number of killed and injured for five years ended December 31, 1935.

## CROSSING ACCIDENTS

Statement Number Twelve:

Location of highway crossings, showing nature of protection and improvements carried out during the year 1935.

Statement Number Thirteen:

Number of highway crossings at which protection or improvements, and nature of same, have been provided for each province for year ended December 31, 1935.

Statement Number Fourteen:

Total number of all classes of highway crossing accidents, showing number of killed and injured by provinces. (Includes motor, horse-drawn vehicles, pedestrians, bicycles, motor-cycles, tricycles, tractors, graders and automobiles.)

## Statement Number Fifteen:

Comparative figures of highway crossing accidents by provinces for five years ended December 31, 1935, with description of protection or non-protection. (Automobiles and trucks only.)

## Statement Number Sixteen:

Comparative figures of highway crossing accidents by provinces for five years ended December 31, 1935, with particulars of protection or non-protection. (Other modes of transport, excluding automobiles and trucks.)

## Statement Number Seventeen:

Summary of *all accidents* at highway crossings, segregating automobiles and trucks from other modes of transport.

## Statement Number Eighteen:

Highway crossing accidents showing location, number of killed and injured; description of crossing protection, and class of vehicle involved.

## Statement Number Nineteen:

Description of contributing features involved in certain classes of crossing accidents for five-year period. (Automobiles and trucks only.)

## Statement Number Twenty:

Description of contributory features involved in certain classes of crossing accidents (not including autos or trucks).

## Statement Number Twenty-one:

Freight cars inspected showing railways.

## Statement Number Twenty-two:

Defective safety appliances on freight cars.

## Statement Number Twenty-three: (a)

Comparative figures for five years ended December 31, 1935.

## Statement Number Twenty-three: (b)

Statement of cars inspected and defective for five years ended December 31, 1935.

## Statement Number Twenty-four:

Locomotives inspected and number defective by railways.

## Statement Number Twenty-five:

Summary of fires in forest sections within 300 feet of track.

## Statement Number Twenty-six:

Summary of fires of railway origin in forest sections.

## Statement Number Twenty-seven:

Summary by provinces of fires reported.

## Statement Number Twenty-eight:

Graphic chart showing by provinces number of fires, and areas burned from railway and unknown causes in forest sections, originating within 300 feet of track, from 1920 to 1935, inclusive.

## ACCIDENTS ATTENDED BY LOSS OF LIFE OR PERSONAL INJURY

A total of 2,488 accidents were reported to the Board during the year by the various railway companies subject to its jurisdiction, involving 2,850 casualties, of which number 315 persons were killed and 2,535 injured. The respective figures for year 1934 are 2,291 accidents, 2,645 casualties, of which 297 were killed and 2,348 injured.

Out of a total of 2,488 accidents, involving 2,850 casualties, during the year there were 130 trespassers killed and 172 injured. In this connection reference is made to statement No. 10, showing by railways and provinces the number of killed and injured.

The matter of highway crossing accidents, protection provided, etc., is dealt with by detailed statements Nos. 12 to 20 inclusive.

There is an outstanding feature in regard to crossing accidents which is worthy of great consideration. By referring to the "Grand Total column" of Statement No. 15, it will be seen that the number of crossing accidents (autos and trucks only) occurring in Quebec for 1935 was 37. Then by referring to statement No. 19 it will be found that 18 auto drivers and 13 truck drivers "failed to stop at crossing as required by law." There is no way of telling how many accidents, or loss of life and injury, were avoided by the careful driver who obeyed the law and stopped at the Stop sign, but it is safe to assume that if the 31 drivers who are shewn as failing to stop at the Stop sign at crossings had made the stop as required by law there might have been thirty-one less accidents at railway crossings in the Province of Quebec. It would appear, therefore, that if a compulsory stop law at railway crossings was in effect and enforced in every province throughout the Dominion, this might be the means of the greatest reduction in the toll of human life, personal injuries and damage to personal property yet entertained. The idea of a compulsory stop law for vehicles at all unprotected railway crossings in every province is, therefore, worthy of consideration.

#### INSPECTION OF SAFETY APPLIANCES AND CAR EQUIPMENT

The work coming within this category is largely carried on under the provisions of Section 298 of the Railway Act and the Board's General Orders Nos. 102, 128, 261, 270, 346, 458, 461 and 515. In this connection reference is made to detailed statements Nos. 21, 22, 23-A and 23-B showing the following:—

Freight cars inspected .....	63,659
Freight cars defective .....	3,615
Percentage defective .....	5.67%
Number of defects .....	4,163
Passenger coaches inspected .....	3,338
Passenger coaches with defects .....	119

#### INSPECTION OF MOTIVE POWER

This division of the work is carried on under sections Nos. 200, 201, 298 and 299 of the Railway Act, and the Board's General Orders Nos. 12, 31, 66, 102, 131, 289, 293, 385, 402, 404, 412, 415, 424, 434, 436, 463, 473, 480, 486, 510, 516, 522, 524, 531, 534, 538 and 548.

Locomotives inspected .....	6,265
Locomotives defective .....	216
Percentage defective .....	3.44%
Number of defects .....	245

For details, see statement No. 24.

The inspection of locomotive and car equipment, it will be readily understood, entails considerable time and labour both on the ground and at headquarters, where the work of recording, checking and filing of the numerous reports filed by our Inspectors is carried on, and subsequent correspondence with railway companies involved with a view to having the defects remedied as promptly as possible in the interests of public safety and of employees engaged in train operation.



## LOCOMOTIVE BOILER EXTENSIONS OF TIME

Three hundred and twelve applications for extensions of time for removal of flues were filed with this department, an increase of seventy-three applications over the previous year; no doubt this increase is partially due to the number of locomotives out of service during the depressive period. Two hundred and sixty-nine internal examinations of locomotives were made. Two hundred and fifty-four applications were granted the full period of time requested.

Upon examination, it was found that eleven locomotives were in such condition that the full extension requested could not be authorized, but extensions for shorter periods of time were allowed. In five cases the conditions were such that the extensions could not be properly granted, and were refused. Three applications were withdrawn for various reasons. Six applications were declined, as they were not considered appropriate under the regulations.

Under General Order No. 473, Locomotive Boiler Inspection Order, 63,266 report forms of monthly and annual inspections, tests, etc., were filed by railway companies with the department during the year, covering 5,328 locomotives.

## INSPECTION OF STATIONARY BOILERS

This feature is dealt with under General Orders Nos. 330 and 416. During the year, 731 boilers and appurtenances were inspected and reported upon, as well as the condition of the boiler-house. Defects on boilers reported with defects were rectified.

## STATIONARY BOILER REPORTS

Pursuant to General Order No. 330, the stationary boiler Inspection Order, 4,002 report forms of semi-annual and annual inspections were filed during the year, covering 2,018 stationary boilers. The checking and recording of the above-mentioned locomotive and stationary boiler reports, together with the necessary correspondence in connection therewith, naturally creates an extensive line of work.

## INSPECTION OF PASSENGER EQUIPMENT: STATION BUILDINGS AND PREMISES

This work comprises features of safety, cleanliness, lighting, accommodation, etc. A large number of matters have been brought to the attention of the proper officials with beneficial results.

## APPLICATIONS AND COMPLAINTS RE TRAIN AND STATION SERVICES: PROPOSED ABANDONMENT OF LINES: HIGHWAY CROSSING PROTECTION: STATION LOCATIONS: STATION AGENTS: CAR SUPPLY, ETC.

The work under this heading covers a wide range of subjects and entails in many instances a considerable amount of inquiry and research. During the year all complaints and applications were inquired into and reported upon. This involved a large amount of detailed inquiry and study, due to the many and intricate services affected in all parts of the country, to provide services that would meet the varying situations as adequately as possible under existing conditions.

## RAILWAY FIRE PREVENTION

Under date of December 4, 1935, General Order No. 548 was promulgated, rescinding General Order No. 362 and all previous general orders and orders together with circulars dealing with railway fire prevention.

The principal changes in the new general order are as follows:—

A complete revision of and bringing up to date of the mechanical sections;

The inclusion of regulations governing oil-burning locomotives;

The inclusion of regulations governing the protection from fire of wooden trestles formerly contained in General Order No. 63 rescinded;

A revision of the former regulation dealing with the throwing of burning smoking materials from trains by passengers and employees:

The introduction of a new regulation relative to the extinguishing of fires where a public road parallels the railway tracks within a distance of 300 feet;

The inclusion in the general order of the requirement for forwarding to the Chief Operating Officer of the Board at Ottawa, a report on approved form of every fire, other than such fires as are started by railway forces to clear the right of way and are confined within the right of way limits in forested territory burning an area of 100 square feet or more, originating within 300 feet of the main tracks, or that burn into the railway right of way from adjoining lands, except property fires in the built-up portions of cities, towns and villages. The probable cause of each fire to be determined, if possible.

#### FIRE STATISTICS

Of the total railway mileage in the Dominion subject to the Board's jurisdiction, 14,139 track miles are classified as traversing forested territory. During the fire season of 1935, railways are reported as having caused 148 fires in such territory. These fires burned over a total of 3,201 acres, with forest and other property loss valued at \$3,661. Of this area, 1,654 acres was young forest growth, 539 acres merchantable timber, and 249 acres slashing or old burn not restocking, while 759 acres were non-forest land. The area of forest land burned over was thus, 2,442 acres, or 76·29 per cent of the total. The valuation of young forest growth and standing timber destroyed is \$2,557, or 69·84 per cent of the total damage; forest products consisting of poles, ties and cordwood to the value of \$4 or 0·10 per cent, and improved property in some form, valued at \$1,100, or 30·05 per cent of the total, were also destroyed. Of the 148 fires attributed to the railways, 43·92 per cent were incipient, 47·30 per cent covered between one-fourth and ten acres each, while 8·78 per cent attained a size over ten acres each.

In addition to the foregoing, there were reported 136 fires originating and burning in ties in the track, not spreading or causing damage other than to track ties.

Detail statistics by railways and provinces are shown in the accompanying statements, Nos. 25, 26, 27 and 28, showing the distribution of fires attributed to railways, as between locomotives and employees. The former includes fires attributed to stacks or ash pans of locomotives or other portable boilers. The employee fires are mostly cases where fires escaped from section forces burning right of way or old ties. Fires attributed to locomotives comprise 71·62 per cent of the total number of railway fires, and these burned 94·81 per cent of the total area, causing 67·37 per cent of the estimated total loss in money value of forest and other property destroyed by railway fires. Employee fires account for 28·38 per cent of the number, 5·19 per cent of the area, and 32·63 per cent of the money value of damage done.

One hundred and seventeen fires, originating within 300 feet of track in forested territory are attributed to known causes other than the railway. Of these, 88 are charged to campers and travellers, 13 to settlers, and 16 to other known causes; 50 were incipient; 57 burned one-fourth acre to ten acres each, and 10 burned more than ten acres each. These fires burned over 494 acres of young forest growth, 25 acres of merchantable timber, 528 acres of slash or old burn not restocking, and 406 acres of non-forest land, with total damage to forest and other property estimated at \$1,136.

Fires of unknown origin originating within 300 feet of track totalled 46, burning over 562 acres, with forest and other property loss valued at \$20. Of this, the forest valuation accounts for \$7.

Thus, all fires reported as having originated within 300 feet of railway tracks in forested territory due to all causes, total 311, burning an area of 5,216 acres of forest and non-forest land, with total estimated damage of \$4,817.

Forest valuations given above are based upon stumpage values.

A comparative graphic chart (No. 28 Summary), showing the number of fires, areas burned, on lines in forested territory, caused by locomotives, employees, other railway causes, as also unknown causes, during the past sixteen years is attached hereto. Forested mileage represents approximately one-third of the total railway mileage under the Board's jurisdiction.

#### RAILWAY FIRE PATROLS

The total railway mileage of the Dominion subject to the Board's jurisdiction during 1935 is approximately 41,660 miles, of which 14,139, or 33.94 per cent, is classified as running through forested territory. Of this, special patrol by selected members of section crews was prescribed during 1935 on 6,366 miles; patrol by special men on velocipedes on 125 miles; on power speeders, 1,241 miles. There was thus a total of 7,732 miles of line on which some form of special patrol by railway forces was prescribed for periods of fire danger. It is estimated this patrol service required the special attention for fire patrol of 969 selected members of section crews, averaging one man to each 6.57 miles of track; 11 velocipede and 54 power speeder patrolmen; a total of 1,034 fire patrolmen on all lines. On 6,407 miles of railway in forested territory where the fire hazard is not extreme, fire patrol is not prescribed, the detection, reporting and extinguishing of fires being made a part of the regular duties of the section forces and other employees, in accordance with instructions issued by the railway managements.

#### RIGHT OF WAY CLEARING

Special inspections were made and reports submitted as to right of way conditions on 29 subdivisions covering a total of 2,193 miles. In addition, during 1935 the railways concerned carried out special right of way clearing operations with special gangs on five subdivisions covering a total of 413 miles, special inspections and reports being made and submitted in each case.

#### FIREGUARD REQUIREMENTS

In accordance with the fireguard requirements, 5,635.2 miles of fireguards were constructed or maintained in uncultivated lands (fenced grazing and wild lands) in non-forested sections of the Prairie Provinces.

#### FIREGUARDS, 1935

Railway	Mileage, both sides of track to be accounted for, exclusive of approved exemptions	Fireguard mileage constructed or maintained during year	Per cent completion
Canadian Pacific Railway.....	3,721.8	3,453.2	92.
Canadian National Railways.....	3,301.2	2,155.0	65.
Northern Alberta Railways.....	20.7	5.0	24.
Great Northern Railway.....	22.0	22.0	100.
	7,065.7	5,635.2	79.7

In conclusion it might be stated that in order to accomplish the work briefly outlined in the foregoing, it has necessitated the travelling of 323,48 miles.

Respectfully submitted,

C. C. STIBBARD,  
Chief Operating Officer.



STATEMENT No. 1.—Statement showing number of passengers, employees and others killed and injured on railways under the Board's jurisdiction for the year ended December 31, 1935.

Name of Railway	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Canadian National.....	2	237	29	1,172	156	287	187	1,696
Canadian Pacific.....	6	119	20	409	77	191	103	719
London & Port Stanley.....					2	2	2	2
Midland Railway of Manitoba.....		1						1
Esquimalt & Nanaimo.....						2		2
Montreal & Southern Counties.....				1		5		6
Dominion Atlantic.....				1	4	2	4	3
Sydney & Louisburg.....					1		1	
Grand River.....				1		5		6
Algoma Central & Hudson Bay.....						5		5
Northern Alberta.....				1		3		4
Great Northern.....	2		3		1		1	5
Lake Erie & Northern.....					1		1	1
British Columbia Electric.....	12				2	8	2	20
Niagara, St. Catharines & Toronto.....	1				2	6	2	7
Temiscouata.....			1					1
Vancouver Harbour Commission- ers Terminal.....						2		2
Essex Terminal.....					1	1	1	1
Toronto, Hamilton & Buffalo.....			4					4
Quebec Central.....		1		9		1		11
Hull Electric.....						2		2
Michigan Central.....	*1		1	5	5	8	7	13
Pere Marquette.....				2	3	9	3	11
New York Central.....		1		8		2		11
Naperville Junction.....		1						1
Central Vermont.....					1	1	1	1
	9	375	50	1,617	256	543	315	2,535

\* M.C.R. Suicide.

STATEMENT No. 2.—COMPARATIVE STATEMENT of killed and injured for years ended December 31, 1934, and December 31, 1935.

	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1934.....	17	315	53	1,542	227	491	297	2,348
1935.....	9	375	50	1,617	256	543	315	2,535
Increase.....		60		75	29	52	18	187
Decrease.....	8		3					



STATEMENT No. 3.—Number of passengers, employees, and others killed and injured, and nature of accidents, for year ended December 31, 1935.

Character of Accidents	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Deraiment.....		56	2	27	4	3	6	86
Collision, head-on.....		17	1	18			1	35
Collision, rear-end.....			1	6			1	6
Collision in yard.....		3	1	23			1	26
Collision with cars account of open switch.....				1				1
Public highway crossing protected by gates.....					5	5	5	5
Public highway crossing protected by flashlight or lightning flash signal.....					2	1	2	1
Public highway crossing protected by bell.....				1	14	54	14	55
Public highway crossing protected by watchman.....					1	5	1	5
Public highway crossing unprotected.....		2	2	8	90	228	92	238
Private crossing.....					5	16	5	16
Trespassing.....					130	172	130	172
Working on or under engine.....			1	241			1	241
Miscellaneous.....	232		2	536		28	2	796
Adjusting couplers, coupling and uncoupling.....			1	54			1	54
Run down by engine or car between stations.....			4		1		5	
Falling off hand-car, motor, or velocipede.....			3	135	1	4	4	139
Hand-car, motor, velocipede, struck by train.....			7	7			7	7
Crawling under cars.....			1				1	
Crawling between cars, over couplers.....				7				7
Struck by switch-stand, water-spout, mail crane, etc.....				7				7
Crushed between cars, building, lumber pile, platform, etc.....					3			3
Falling off passenger train.....	6	6	1	5			7	11
Falling off tender while handling coal.....				2				2
Falling off tender while taking water.....				2				2
Sideswipe.....		3	1	9			1	12
Riding on pilot or footboard of engine.....			2	21			2	21
Overhead obstructions.....				11				11
Falling off top of car.....			1	23		1	1	24
Falling between cars.....		1	1	5			1	6
Application of air brake.....		24	1	115		6	1	145
Jumping off train in motion.....	3	12		29		11	3	52
Attempt to board train in motion.....		16	2	32	1	3	3	51
Washout.....		1		1				2
Run down by engine or cars at stations or in yards.....		2	10	27	1	4	11	33
Passing too close around end of string of cars.....				1				1
Caught in frog, guard rail, or switch rod.....				1				1
Falling off side and end ladders of cars.....			2	27			2	27
Falling off car while working hand brake.....			2	57			2	57
Handling freight and baggage.....				83	1		1	83
Loading and unloading O.C.S. material.....				59				59
Staking or poling cars.....				1				1
Cars moved while being loaded or unloaded.....						2		2
Carmen working on or under cars on running track when moved.....				1			1	1
Coupling and uncoupling hose.....			1	23				23
Turning angle cock.....				8				8
	9	375	50	1,617	256	543	315	2,533

	C.N.R.	C.P.R.	P.S.	M.I.V.	E. & N.	M. & S.C.	D.A.R.	S. & L.	G.R.R.	A.C. & H.B.
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Derailment.....	6	77								
Collision, head-on.....	1	6	8							
Collision, rear-end.....	1	4	29							
Collision in yard.....										
Collision with cars account open switch.....	18	1	8							
Public highway crossing protected by gates.....			1							
Public highway crossing protected by flashlight, or lightning flash signal.....	4	4	1							
Public highway crossing protected by bell.....	8	17	5							
Public highway crossing protected by watchman.....	1	2	1							
Public highway crossing unprotected.....	59	118	22	79	2	2			2	
Private crossing.....									2	4
Trespassing.....	75	105	47	60					1	
Working on or under engine.....		189	1	49						
Miscellaneous.....	2	556		213						1
Adjusting couplers, coupling and uncoupling.....	1	44		10						
Run down by engine or car, between stations.....	3									
Falling off hand-car, motor, or velocipede.....	3	108	1	26						
Hand-car, motor, velocipede, struck by train.....	3	3	4	3						
Crawling under cars.....	1									
Crawling between cars, over couplers.....		6		1						
Struck by switch-stand, water-spout, mail crane, etc.....		4		1						
Crushed between cars, building, lumber pile, platforms, etc.....		2		1						
Falling off passenger train.....	2	7	5	3						
Falling off tender while handling coal.....										
Falling off tender while taking water.....				2						
Sideswipe.....		1		1						
Riding on pilot or footboard of engine.....	1	7	1	5						
Overhead obstruction.....		10	1	11						
Falling off top of car.....		8		1						
Falling between cars.....		11	1	13						
Application of air brake.....	1	4		2						
Jumping off air brake.....	1	108		34						
Attempt to board train in motion.....	1	33	1	18						
Washout.....	1	31	1	18						
Run down by engine or cars, at stations or in yards.....	5	19	5	12						
Passing too close around end of string of cars.....		1								
Caught in frog, guard-rail, or switch rod.....		1								
Falling off side and end ladders of cars.....	2	15		11						
Falling off car while working hand brake.....	1	34	1	18					1	
Handling freight and baggage.....		70	1	13						
Loading and unloading O.C.S. material.....		36		22						
Staking or piling cars.....		1								
Cars moved while being loaded or unloaded.....		1								
Carmen working on or under cars on running track when moved.....		16	1	7						
Coupling and uncoupling hose.....				3						
Turning angle cock.....		5								
Total.....	187	1,696	1,038	719	2	2			6	6



	M.C.R.	P.M.R.	N.Y.C.	N.J.R.	C.V.R.	Totals
	K.	I.	K.	I.	K.	I.
Deraiment.....						
Collision, head-on.....						86
" " " rear-end.....						35
Collision in yard.....	1					6
Collision with cars account open switch.....		1				26
Public highway crossing protected by gates.....						1
Public highway crossing protected by flashlight, or lightning flash signal.....						5
Public highway crossing protected by bell.....	2					1
Public highway crossing protected by watchman.....	2	3				55
Public highway crossing unprotected.....						1
Private crossing.....	1	3	2			5
Trespassing.....					1	92
Working on or under engine.....	3	1				16
Miscellaneous.....						72
Adjusting couplers, coupling and uncoupling.....						130
Run down by engine or car, between stations.....	2	1	2			5
Falling off hand-car, motor, or velocipede.....			1	1		241
Hand-car, motor, velocipede, struck by train.....						796
Crawling under cars.....			5			54
Crawling between cars.....						139
Struck by switch-stand, water-spout, mail crane, etc.....						7
Crushed between cars, building, lumber pile, platforms, etc.....						7
Falling off passenger train.....						3
Falling off tender while handling coal.....						11
Falling off tender while taking water.....						2
Sideswipe.....						2
Riding on pilot or footboard of engine.....						12
Overhead obstruction.....						21
Falling off top of car.....	1					11
Falling between cars.....						24
Application of air brake.....						6
Jumping off train in motion.....	1					145
Attempt to board train in motion.....	1					52
Washout.....						51
Run down by engine or cars, at stations or in yards.....			1			2
Passing too close around end of string of cars.....	1					33
Caught in frog, guard-rail, or switch rod.....						1
Falling off side and end ladders of cars.....						1
Falling off car while working hand brake.....						27
Handling freight and baggage.....						57
Loading and unloading O. C. S. material.....						83
Staking or polling cars.....						59
Cars moved while being loaded or unloaded.....						1
Carmen working on or under cars on running track when moved.....	1					2
Coupling and uncoupling hose.....						1
Turning angle cock.....						1
Total.....	7	13	3	11	1	315
Total.....						2,535



## RAILWAY COMMISSIONERS OF CANADA

STATEMENT No. 5.—COMPARATIVE STATEMENT in totals of killed and injured, by class of accident, for years ended December 31, 1934, and December 31, 1935.

	1934		1935		Increase		Decrease	
	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured
Derailment.....	10	66	6	86	.....	20	4	.....
Collision, head-on.....	.....	32	1	35	1	3	.....	.....
Collision, rear-end.....	17	58	1	6	.....	.....	16	52
Collision in yard.....	.....	20	1	26	1	6	.....	.....
Collision with cars account open switch.....	.....	1	.....	1	.....	.....	.....	.....
Public highway crossing protected by gates.....	6	12	5	5	.....	.....	1	7
Public highway crossing protected by flashlight, or lightning flash signal.....	1	.....	2	1	1	1	.....	.....
Public highway crossing protected by bell.....	8	31	14	55	6	24	.....	.....
Public highway crossing protected by watchman.....	2	4	1	5	.....	1	.....	.....
Public highway crossing unprotected.....	64	215	92	238	28	23	.....	.....
Private crossing.....	7	16	5	16	.....	.....	2	.....
Trespassing.....	126	158	130	172	4	14	.....	.....
Working on or under engine.....	1	234	1	241	.....	7	.....	.....
Miscellaneous.....	7	682	2	796	.....	114	5	.....
Adjusting couplers, coupling and uncoupling.....	4	44	1	54	.....	10	3	.....
Run down by engine or car between stations.....	3	7	5	.....	2	.....	.....	7
Falling off hand-car, motor, or velocipede.....	4	153	4	139	.....	.....	.....	14
Hand-car, motor, or velocipede, struck by train.....	4	17	7	7	3	.....	.....	10
Crawling under cars.....	.....	.....	1	1	1	.....	.....	.....
Crawling between cars, over couplers.....	.....	2	.....	7	.....	5	.....	.....
Passing between cars, between couplers.....	1	2	.....	.....	.....	.....	1	2
Struck by car standing foul.....	.....	4	.....	.....	.....	.....	.....	4
Struck by switch-stand, water-spout, mail crane, etc.....	.....	19	.....	7	.....	.....	.....	12
Crushed between cars, buildings, lumber pile, platforms, etc.....	3	10	.....	3	.....	.....	3	7
Falling off passenger train.....	1	7	7	11	6	4	.....	.....
Falling off tender while handling coal.....	.....	1	.....	2	.....	1	.....	.....
Falling off tender while taking water.....	.....	4	.....	2	.....	.....	.....	2
Sideswipe.....	1	7	1	12	.....	5	.....	.....
Riding on pilot or footboard of engine.....	1	29	2	21	1	.....	.....	8
Overhead obstruction.....	.....	6	.....	11	.....	5	.....	.....
Falling off top of car.....	1	19	1	24	.....	5	.....	.....
Falling between cars.....	.....	6	1	6	.....	.....	.....	.....
Application of air brake.....	.....	122	1	145	1	23	.....	.....
Jumping off train in motion.....	5	58	3	52	.....	.....	2	6
Attempt to board train in motion.....	2	50	3	51	1	1	.....	.....
Washout.....	.....	4	.....	2	.....	.....	.....	2
Electrocuted.....	.....	1	.....	.....	.....	.....	.....	1
Run down by engine or cars at stations or in yards.....	15	35	11	33	.....	.....	4	2
Passing too close around end of string of cars.....	.....	.....	.....	1	.....	1	.....	.....
Caught in frog, guard-rail, or switch rod.....	.....	1	.....	1	.....	.....	.....	.....
Falling off side and end ladders of cars.....	1	25	2	27	1	2	.....	.....
Falling off car while working hand brake.....	.....	41	2	57	2	16	.....	.....
Handling freight and baggage.....	.....	47	1	83	1	36	.....	.....
Loading and unloading O.C.S. material.....	1	53	.....	59	.....	6	1	.....
Staking or poling cars.....	.....	1	.....	1	.....	.....	.....	1
Working in coal chute.....	.....	1	.....	.....	.....	.....	.....	9
Cars moved while being loaded or unloaded.....	.....	11	.....	2	.....	.....	.....	.....
Carmen working on or under cars on running track, when moved.....	.....	.....	.....	1	.....	1	.....	.....
Coupling and uncoupling hose.....	.....	21	1	23	1	2	.....	.....
Turning angle cock.....	1	11	.....	8	.....	.....	1	3
	297	2,348	315	2,535	62	336	44	149

	Killed	Injured
1934.....	297	2,348
1935.....	315	2,535
Increase.....	18	187

# REPORT OF THE COMMISSIONERS

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STATEMENT No. 6.—COMPARATIVE STATEMENT in totals of killed and injured for years ended December 31, 1934 and 1935.

Railway	1934		1935		Increase		Decrease	
	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured
Canadian National.....	159	1,602	187	1,696	28	94		
Canadian Pacific.....	108	631	103	719		88	5	
London and Port Stanley.....		9	2	2	2			7
Midland Railway of Manitoba.....				1		1		
Esquimalt and Nanaimo.....		7		2				5
Montreal and Southern Counties.....		2		6		4		
Dominion Atlantic.....	1	6	4	3	3			3
Sydney and Louisburg.....	1	1	1					1
Grand River.....	1			6		6	1	
Algoma Central and Hudson Bay.....	2	1		5		4	2	
Northern Alberta.....		4		4				
Great Northern.....	2	3	1	5		2	1	
Lake Erie and Northern.....	1		1	1		1		
British Columbia Electric.....	1		2		1			
Niagara, St. Catharines and Toronto.....	4	19	2	7		20	2	12
Témiscouata.....				1		1		
Vancouver Harbor Commissioners Terminal.....	1			2		2	1	
Essex Terminal.....		2	1	1	1			1
Toronto, Hamilton, and Buffalo.....	1	12		4			1	8
Quebec Central.....	1	5		11		6	1	
Hull Electric.....		1		2		1		
Michigan Central.....	10	18	7	13		1	3	5
Père Marquette.....		8	3	11	3	3		
New York Central.....	2	5		11		6	2	
Napierville Junction.....	1	5		1		1	1	4
Central Vermont.....			1	1	1	1		
Nipissing Central.....	1	6					1	6
Quebec Railway, Light and Power.....		1						1
	297	2,348	315	2,535	39	240	21	53

1934.....	Killed	Injured
1935.....	297	2,348
Increase.....	315	2,535
	18	187

STATEMENT No. 7.—Collisions involving personal injury during the year ended December 31, 1935.

ODX File	Date	Railway	Place	Killed	Injured
61590	Jan. 6	C.N.R.....	Napadogan, N.B.....		4
61663	Jan. 18	C.N.R.....	Laura, Sask.....		1
61839	Feb. 15	C.N.R.....	Lynden Jct., Ont.....		3
61959	Mar. 4	C.N.R.....	Brent Yard, Ont.....	1	1
62199	Apr. 19	C.N.R.....	St. Thomas, Ont.....		1
62224	Apr. 27	C.N.R.....	St. Thomas West, Ont.....		1
61528	June 2	C.N.R.....	Mimico Station, Ont.....		2
62464	June 3	C.N.R.....	Adamsville, N.B.....	1	1
62993	Aug. 17	C.N.R.....	Toronto, Ont. Don Yard.....		1
63168	Sept. 1	C.N.R.....	Shabakwa, Ont.....		2
63236	Sept. 15	C.N.R.....	Toronto, Ont. Don Yard.....		1
63294	Sept. 18	C.N.R.....	Nakina Yard, Ont.....		2
63366	Oct. 1	C.N.R.....	West Toronto, Ont.....		1
63466	Oct. 9	C.N.R.....	Taschereau, P.Q.....		3
63567	Oct. 25	C.N.R.....	Toronto, Ont.....		1
63995	Dec. 25	C.N.R.....	Port Hood, N.S.....		3
61635	Jan. 16	C.P.R.....	Between Willow Creek and Leigh, Alta.....		1
61780	Jan. 29	C.P.R.....	Mégantic, P.Q.....		1
61769	Feb. 1	C.P.R.....	Troup, B.C.....		3
61886	Feb. 8	C.P.R.....	Ste.-Thérèse, P.Q.....		2
62018	Mar. 13	C.P.R.....	Caradoc, Ont. 1 mile west.....		1
62054	Mar. 22	C.P.R.....	Calgary, Alta. Alyth Yd.....		11
62115	Apr. 4	C.P.R.....	Lacombe, Alta.....		1
62687	July 4	C.P.R.....	Labarthe, B.C.....	1	2
62928	July 7	C.P.R.....	Craven, Sask.....		3
63695	Nov. 9	C.P.R.....	Iron Springs, Alta.....		12
63884	Dec. 6	C.P.R.....	Kenora Yd., Ont.....		1
6264	June 28	M.C.R.....	Welland, Ont.....		1
63914	Dec. 14	P.M.R.....	Muirkirk, Ont.....		1
				3	68

## RAILWAY COMMISSIONERS OF CANADA

## STATEMENT No. 8.—Derailments involving personal injury during the year ended December 31, 1935.

ODX. File	Date	Railway	Place	Killed	Injured
61645	Jan. 8	C.N.R.	Souris Subd., Mile 11, P.E.I.		4
61670	Jan. 18	C.N.R.	Stettler Subd., Mile 103-8, Alta.		45
61859	Feb. 21	C.N.R.	Ste. Rosalie Yard, P.Q.		1
62062	Mar. 14	C.N.R.	Port Mann, B.C.		2
62145	Apr. 10	C.N.R.	Humboldt Yard, Sask.		1
62148	Apr. 13	C.N.R.	Harriston, Ont.		3
62183	Apr. 17	C.N.R.	Mulgrave Subd., Mile 95-5, N.S.	5	1
62250	Apr. 2	C.N.R.	Montreal, P.Q.		2
62445	June 3	C.N.R.	Souris Subd., Mile 24-5, P.E.I.		1
62480	June 3	C.N.R.	Wabamun Subd., Mile 106, Alta.		1
62620	June 22	C.N.R.	Meskanaw Subd., Mile 76, Sask.		2
62786	July 18	C.N.R.	Okanagan Subd., Mile 29, B.C.		3
62850	July 29	C.N.R.	River Valley, Ont.		2
63116	Aug. 28	C.N.R.	Tisdale Subd., Mile 116-6, Sask.		2
63129	Aug. 31	C.N.R.	McLeod Junction, Alta.		2
63281	Sept. 18	C.N.R.	Taggart, Ont.		1
63669	Nov. 3	C.N.R.	Gladstone Subd., Mile 89, Man.		1
63868	Dec. 4	C.N.R.	Sudbury Junction, Ont.	1	1
63980	Dec. 25	C.N.R.	Nashwaak Subd., N.B.		1
63998	Dec. 24	C.N.R.	Melville Yard, Sask.		
61693	Jan. 23	C.P.R.	China Bar, B.C.		2
61905	Feb. 26	C.P.R.	Kingsbury Stn., P.Q.		2
62383	May 21	C.P.R.	Between Raley and Walford, Alta.		2
62688	July 2	C.P.R.	Paulson, B.C.		1
63421	Oct. 6	C.P.R.	Muniac, N.B.		1
61857	June 25	Q.C.R.	St. George, 4½ miles East.		1
				6	86

## STATEMENT No. 9.—Total number of persons killed and injured on railways for ten years ended December 31, 1935.

Year	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1926	13	329	132	1,727	284	564	429	2,620
1927	13	382	101	2,051	239	658	353	3,091
1928	18	301	109	2,171	318	721	445	3,193
1929	16	349	105	1,891	305	714	426	2,954
1930	17	308	95	1,462	313	742	425	2,512
1931	9	426	51	1,531	257	723	317	2,680
1932	5	231	53	1,258	250	543	288	2,032
1933	5	244	44	1,272	207	521	256	2,037
1934	17	315	53	1,542	227	491	297	2,348
1935	9	375	50	1,617	256	543	315	2,535
	122	3,260	793	16,522	2,636	6,220	3,551	26,002

STATEMENT No. 10.—Number of trespassers killed and injured, by provinces and for year ended December 31, 1935.

	Prince Edward Island		Nova Scotia		New Brunswick		Quebec		Ontario		Manitoba		Saskatchewan		Alberta		British Columbia		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Canadian National.....	1		5	9	8	4	15	12	27	54	6	8	8	9		6	5	3	75	105
Canadian Pacific.....					2		3	6	16	17	3	7	6	12	6	7	13	9	47	60
Dominion Atlantic.....			1																	
Sydney and Louisburg.....			1																1	
Algoma Central and Hudson Bay.....																			1	
Northern Alberta.....									1											
Lake Erie and Northern.....									1						2					1
British Columbia Electric.....																	1			1
Niagara, St. Catharines and Toronto.....									2	1									2	1
Hull Electric.....								1											3	1
Michigan Central.....									3	1										1
	1		7	9	8	6	18	19	48	75	9	15	14	21	6	15	19	12	130	172

STATEMENT No. 11.—Number of persons killed and injured in the more prominent accidents on the various Railways, under the jurisdiction of the Board, shown separately for years ended December 31, 1931, 1932, 1933, 1934 and 1935.

	1931		1932		1933		1934		1935		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Derailment.....	7	242	4	48	6	62	10	66	6	86	33	504
Collision, head-on.....	2	22		14				32	1	35	3	103
Collision in yard.....	1	38	1	19	3	25		20	1	26	6	128
Collision, rear-end.....		14	5	21	4	8	17	58	1	6	27	107
Collision with cars, open switch.....		3										
Collision at level diamond crossing.....		1				5		1		1		5
Highway crossings protected.....												6
Highway crossings unprotected.....	23	81	33	36	16	48	17	47	22	66	111	278
Adjusting couplers, coupling, etc.....	75	375	63	257	59	240	64	215	92	238	353	1,325
Trespassing.....	3	59	3	53	1	62	4	44	1	54	12	272
Hand-car, motor, struck by train.....	142	200	125	191	118	175	126	158	130	172	641	896
Struck by switch-stand, etc.....	8	10	4	11	7	5	4	17	7	7	30	50
Rushed between cars and buildings.....	1	18		7		17		19		7	1	68
Falling off passenger train.....		11	1	10		11	3	10		3	4	45
Falling off top of car.....	3	9	1	6		6	1	7	7	11	12	39
Falling between cars.....	1	14	2	17	2	15	1	19	1	24	7	89
Jumping off train in motion.....	4	5	2	6	3	4		6	1	6	10	27
Attempt to board train in motion.....	2	66	5	59	5	55	5	58	3	52	20	290
Run down by engine or car.....	3	58	5	42	2	49	2	50	3	51	15	250
Explosion of locomotive boiler.....	11	47	11	37	14	34	15	35	11	33	62	186
			6	5							6	5
	286	1,273	271	839	240	821	269	862	287	878	1,353	4,673



STATEMENT No. 12.—STATEMENT showing highway crossings at which protection provided, and the nature of protection, during period of twelve months ended December 31, 1935.

File No.	Order No.	Location of Crossing	Railway	Nature of Protection
38681-34	51597	Halifax, N.S., Lady Hammond Road.	C.N.R.	Trees removed.
39267	51620	Twp. of Boischatel, 8 poles east of M.P. 53, P.Q.	Nip. Cent.	Trees and brush removed.
9437-1288	51632	King, Ont., 2nd xg. north of, Mile 23-3 Newmarket Rd.	C.N.R.	Bell and wigwag installed.
33550-20	51636	St. Eleonors, P.E.I., Main Road crossing.	C.N.R.	Brush and trees removed.
27401-29	51648	Moncton, N.B., Cornhill St.	C.N.R.	Speed limitation of ten miles an hour.
33229-59		Truro, N.S., High St.	C.N.R.	Cars kept back 100 feet from street line; all tracks north main line.
27156-189		Cookshire, P.Q., 3rd crossing west.	C.P.R.	Stop signs installed.
9437-1038		Dixie Road crossing, Mile 9-16 Oakville Subd., Ont.	C.N.R.	Advance warnings installed.
26727-377		Belmont, Ont., crossing immediately east of.	C.P.R.	Advance warning signs installed.
9437-1258		Stambridge, P.Q., crossing one-quarter mile north.	Can. Vt.	Provincial stop signs installed.
26711-383	51714	Morrilton, Ont., Bessy Street crossing.	N.St. C. & T. Ry.	Speed limitation of ten miles an hour.
24340-1		Tamworth Road crossing, Mile 2-72 Lake Cowichan Subd.	E. & N.	Stop signs installed.
27156-47		Hull, P.Q., Aylmer Road crossing, Mile 23-5, Rousses Point Rd.	C.P.R.	Stop signs installed.
30747-2		St. Mathieu Station, P.Q., crossing.	N. Jet. Ry.	Stop signs installed.
9437-104	51735	Cookville, Ont., Dundas Street crossing.	C.P.R.	Changes in operating circuit of wigwags.
28318-7	51749	Simcoe, Ont., Victoria Street crossing.	Lake Erie & N.	Bell and wigwag installed.
27802-19		Brantford, Ont., Mount Pleasant Street crossing.	T.H. & B.	Advance warning signs installed.
26727-322		St. Thomas, Ont., Talbot Street crossing.	C.N. Elec.	Advance warning signs installed.
26711-201	51783	Lambton Mills, Ont., Dundas Street crossing.	C.P.R.	Bell and wigwag installed.
26727-80	51797	Twp. of Etobicoke, Ont., crossing Mile 1-21 Obico Cut-off.	C.N.R.	Additional crossing sign installed.
15532		Edmonton, Alta., 124 Street crossing.	C.N.R.	Speed limitation of ten miles an hour.
27218-103	51806	Truro, N.S., Pleasant Street crossing.	M. & S.C. Ry.	Speed limitation on eastbound trains, 10 miles an hour.
15810	51810	Chambly, P.Q., Salaberry Street crossing.	Great Northern	Bell and wigwag installed.
27330-3	51743	Vancouver, B.C., 13th Avenue crossing.	C.P.R.	Advance warning signs installed.
26727-371		Peterboro Subd., Ont., crossing Mile 27-15.	C.P.R.	Stop signs installed.
27156-17		Ste. Thérèse, P.Q., Sanche Street crossing.	C.N.R.	Advance warning signs installed.
26765-39		Winona Station, Ont., crossing just west of.	C.N.R.	Improvement in grades.
27218-48	51837	Onslow, N.S., crossing Mile 2-49 Springfield Subd.	C.N.R.	Trees removed.
26842-63	51841	Canfield Junction, Ont., crossing Canboro Road.	N.Y.C.	Double bells and wigwags installed.
26842-66	51847	Niagara Falls, Ont., Queen Hill Street crossing.	N.Y.C.	Cut-out connection installed on bell and wigwag.
9437-931	51854	Niagara Falls, Ont., Clifton Hill Street crossing.	C.P.R.	Change in circuits for highway crossing bell.
5226	51855	Eady, Ont., crossing Mile 86-0, MacTier Subd.	C.N.R.	Speed limitation of ten miles an hour.
26711-557	51867	Twp. of Stamford, Ont., Dorchester Road crossing.	C.N.R.	Cars kept back on siding.
9437-600		St. Thomas, Ont., Southwick St. crossing.	C.N.R.	Additional highway crossing signs installed.
30982		Mimico, Ont., Kingsbury Avenue crossing.	C.N.R.	Substantial highway movements to be flagged.
26765-46		Galt, Ont., 4th crossing north of station.	C.N.R.	Additional highway crossing signs installed.
9437-178	51971	Port Credit, Ont., 1st public crossing east of.	C.N.R.	Watchman service 24 hours; two manually-operated wigwags and bells.
9437-552		London, Ont., Egerton Street crossing.	C.N.R.	Wire fence installed in place of board fence.
9437-182	52045	Mount Brydges, Ont., Adelaide Street crossing.	C.N.R.	Wigwag added to bell.

9437-340	52049	St. Hyacinthe, P.Q., Laframboise Street crossing.....	C.N.R.....	Switching movements protected by trainmen when watchmen not on duty.
26727-172	52124	Dryden, Ont., 1st crossing east of station.....	C.P.R.	Stop signs installed; embankments cut away.
9437-1174	52134	Sturgeon Falls, Ont., Nipissing Street crossing.....	C.P.R.....	Cars or locomotives not to stand on sidings, within 50 feet of crossing.
9437-845	52135	Sturgeon Falls, Ont., King Street crossing.....	C.P.R.....	Cars or locomotives not to stand on sidings, within 50 feet of crossing.
9437-635	52145	Montreal, P.Q., DeCourcelles Street crossing.....	C.N.R.....	Switching movements to be protected by flagman.
26744-93	52160	Letellier Subd., Man., crossing Mile 44-2.....	C.N.R.....	Warning signs installed.
9437-735	52162	Burlington Station, Ont., King's Highway crossing, Plains Road.....	C.N.R.....	Subway.
27929-21	52169	Kingsville, Ont., Division Street crossing.....	P.M.R.....	Bell and wigwag signal installed.
26711-563	52182	Callander, Ont., Swale Street crossing.....	C.N.R.....	Trees and wood-pile removed.
26727-381	52198	Obico, Ont., crossing, Mile 9-4 Galt Subd.....	C.N.R.....	Shrubs cut down.
12072-42	52199	Hurdman Station, Ont., crossing south of Russell Road.....	N.Y.C.	Speed limitation 10 miles an hour on southbound trains.
Case 4147	52200	St. Césaire, P.Q., Notre-Dame Street crossing.....	M&N.C. Ry	Subway.
26727-156	52201	Morrisburg, Ont., King's Highway No. 31 crossing.....	C.N.R.....	Subway.
39486	52202	Port Arthur, Ont., Sheep Ranch crossing.....	C.P.R.	Approaches improved.
9437-1302	52224	Twp. of East Garafraxa, Cataract-Elora Subd., crossing.....	C.P.R.	Hours of watchman extended.
33299-37	52234	Coteau Station, P.Q., crossing Verniers Street.....	C.N.R.	Wigwag installed in addition to bell.
27811-79	52238	Shediac, N.B., Main Street crossing.....	C.N.R.	Advance warning signs installed.
9437-338	52236	Ponoka, Alta., 1st crossing north of.....	C.P.R.	Snow protection hedges trimmed.
9437-586	52237	Maniwaki Subd., crossing Mile 2-28.....	C.P.R.	Wigwag installed in addition to bell.
9437-408	52238	Arnorior, Ont., Daniel Street crossing.....	C.P.R.	Wigwag installed in addition to bell.
30982	52240	Minnico, Ont., Kingsbury Avenue crossing.....	C.N.R.	Two automatic bells and wigwags.
27218-109	52250	Sylvan Valley, N.S., Mile 82-1 Mulgrave Subd.....	C.N.R.	Wigwag installed in addition to bell.
35681-35	52260	Near Marysville, N.B., Pickard's crossing.....	C.N.R.	Double bells and wigwags installed.
35249-3-1	52265	Winnipeg, Man., Talbot Avenue crossing.....	C.P.R.	Wigwag installed in addition to bell.
27218-27	52292	Sydney, N.S., King's Road crossing.....	C.N.R.	Bush and weeds cut down.
26727-366	52297	Guelph, Ont., Stevenson Street crossing.....	C.P.R.	Board snow fence replaced with wire fence; brush and weeds cut.
3192-8	52308	Hurdman Station Ont., public crossing south of; Russell Road.....	N.Y.C.	Advance warning signs installed.
26842-135	52315	Windham station, Ont., 1st crossing west of.....	N.Y.C.	Trees and brush cut down.
9437-1092	52316	South Durham, P.Q., St. Laurent crossing.....	D.A.R.	Barrel staves removed.
28300-6	52317	Digby, N.S., Queen Street crossing.....	Algoma Cent.	Brush cut down.
36176-2	52318	Island Lake, Ont., Batchewana Road crossing.....	C.N.R.	Earth and rock removed to improve sight lines.
3878-462	52328	Twp. of Montague, Ont., Franktown Road crossing.....	N.Y.C.	Advance warning signs installed.
36842-135	52329	Windsor station, Ont., 1st crossing west of.....	C.N.R.	Sight-lines improved; approaches improved.
52275	52375	Uigg station, P.E.I., crossing.....	C.N.R.	Approaches improved.
52276	52376	Mount Herbert station, P.E.I., crossing.....	C.N.R.	Approaches improved.
52277	52377	Melville Road, Mile 32-2 Murray Harbour Subd., P.E.I.....	C.N.R.	Sight-lines improved.
52278	52378	Potters Lane, Mile 0-8 Kensington Subd., P.E.I.....	C.N.R.	Sight-lines improved.
52279	52379	Georgetown Road, Mile 22-2 Georgetown Subd., P.E.I.....	C.N.R.	Sight-lines improved.
52280	52380	Tignish Subd., crossing Mileage 57-8, P.E.I.....	C.N.R.	Sight-lines improved.
52281	52381	Murray Harbour Subd., crossing Mile 2-3, P.E.I.....	C.N.R.	Sight-lines improved.
52282	52382	Hancock crossing, Mileage 30-2 Murray Harbour Subd., P.E.I.....	C.N.R.	Sight-lines improved.
52283	52383	St. Nicholas, P.E.I., crossing.....	C.N.R.	Sight-lines improved.
52284	52384	Five Houses, P.E.I., crossing.....	C.N.R.	Sight-lines improved.
52286	52386	Kensington Subd., crossing Mile 6-5.....	C.N.R.	Sight-lines improved; approaches improved.
52287	52387	Malpeque Road crossing, Mile 7, Kensington Subd.....	C.N.R.	Diversion of highway.

STATEMENT No. 12.—STATEMENT showing highway crossings at which protection provided, and the nature of protection, during period of twelve months ended December 31, 1935—*Concluded.*

File No.	Order No.	Location of Crossing	Railway	Nature of Protection
	52288	New Annap, P.E.I.	C.N.R.	Sight-lines improved.
	52289	York crossing, Mileage 3-8, Souris Subd.	C.N.R.	Sight-lines improved.
	52290	Rosemeath, P.E.I., crossing.	C.N.R.	Sight-lines improved.
	52296	Mount Edward Road crossing, Mileage 3-15, Kensington Subd., P.E.I.	C.N.R.	Sight-lines improved.
	52297	Colville, P.E.I., crossing.	C.N.R.	Sight-lines improved.
	52298	St. Louis, P.E.I., crossing.	C.N.R.	Sight-lines improved.
	52299	Sherwood station, P.E.I., crossing.	C.N.R.	Sight-lines improved.
	52300	Brackley Point Road crossing, Mile 0-9 Souris Subd., P.E.I.	C.N.R.	Sight-lines improved.
	52301	Union station, P.E.I., crossing.	C.N.R.	Approach graded.
	52302	Souris Subd., Mileage 53-0, crossing, P.E.I.	C.N.R.	Sight-lines improved.
	52303	Wharf Road crossing, Mile Post 0-6, Montague Subd., P.E.I.	C.N.R.	Sight-lines improved.
	52304	Blackburn Co., P.Q., Lake St. John West crossing.	C.N.R.	Sight-lines improved.
	52311	Suffolk station, P.E.I., crossing.	C.N.R.	Sight-lines improved.
	52312	Kensington Subd., crossing, Mileage 9-5, P.E.I.	C.N.R.	Sight-lines improved.
	52313	Darlington, P.E.I., crossing.	C.N.R.	Sight-lines improved.
		Percut station, N.S., 1st crossing west of.	C.N.R.	Trees and brush cut down.
28200-32		Trenton Junction, Ont., Frankford Road crossing.	D.A.R.	Speed limitation 10 miles an hour; all switching movements to be flagged.
26711-668	52412		C.N.R.	Rock point removed.
27156-198	52418	Sts. Agathe Subd., crossing Mile 59-88, P.Q.	C.P.R.	Double bells and wigwags to be installed; each wigwag to be equipped with a flashing light.
27073-46	52420	Chilliwack, B.C., Yale Road crossing.	C.P.R.	Brush and knoll of rock removed.
9437-125	52424	Smiths Falls, Ont., Jasper Street crossing, Mile 1-7 Brockville Subd.	C.P.R.	Speed limitation of 10 miles an hour.
28300-6	52431	Digby, N.S., Queen Street crossing.	D.A.R.	Trees and brush removed.
27156-141	52433	Ammonetation, P.Q., Mileage 43-57 Sts. Agathe Subd.	C.P.R.	Bunk cut down.
27156-191	52434	Farnham station, P.Q., crossing Mile 27-94; Highway No. 8	C.P.R.	Trees and bank removed.
27156-192	52435	Waltham Subd., P.Q., crossing Mile 105-29; Sts. Agathe Subd.	C.P.R.	Trees cut down.
27156-193	52436	Nominique, P.Q., crossing Mileage 104-66; Sts. Agathe Subd.	C.P.R.	Trees cut down; approach improved.
27156-194	52437	Laoste, P.Q., crossing Mileage 96-84, Sts. Agathe Subd.	C.P.R.	Trees and knolls removed.
27156-195	52438	Laval-sur-le-Lac, P.Q., crossing Montee Craveline Road	C.P.R.	Double bells and wigwags installed.
2542-64	52440	Laval-sur-le-Lac, P.Q., crossing west of Summerside, P.E.I.	C.N.R.	Double bells and wigwags installed.
	52440	St. Eleanor's crossing, west of Summerside, P.E.I.	C.N.R.	Double bells and wigwags installed.
	52338	Green Valley, Ont., crossing King's Highway, No. 34	C.P.R.	Double bells and wigwags installed.
	52338	Woodbridge station, Ont., crossing 1-9 miles south	C.P.R.	Double bells and wigwags installed.
	52337	Agincourt, Ont., Kennedy Road; crossing	C.P.R.	Double bells and wigwags installed.
	52333	Midhurst station, crossing north of; Highway No. 27, Ont.	C.P.R.	Double bells and wigwags installed.
	52331	Agincourt, Ont., crossing just west of	C.P.R.	Double bells and wigwags installed.
	52330	Mun. District of Wheatland, Alta., crossing	C.N.R.	Highway diverted.
	52342	Kensington Subd., P.E.I., crossing, Mileage 38-44	C.N.R.	Bell and wigwag signal installed.
	52342	Midhurst station, crossing just north of; Highway No. 26, Ont.	C.P.R.	Bell and wigwag signal installed.
	52341	Stop 5 shelter, Ont., crossing immediately south of	E. & P.S. Ry.	Advance warning signs installed.



26765-73	Kitchener, Ont., Mill Street crossing.....	C.N.R.	Advance warning signs installed.
27073-98	Parkville station, B.C., 2nd crossing north of.....	E. & N.	Brush cut down.
30051-116	Burnaby Lake Subd., Vancouver, B.C., Boundary Road crossing.....	C.N.R. Elec.	Brush cleared away.
26711-426	Port Colborne, Ont., Clarence Street crossing.....	C.N.R.	Advance warning signs installed.
52414	Kenington Subd., P.E.I., crossing Mileage 6-5.....	C.N.R.	Wigwag signal installed.
52415	Hampton station, N.B., crossing just east of.....	C.N.R.	Wigwag signal installed in addition to bell.
52417	Richmond, P.E.I., crossing of main road.....	C.N.R.	Bell and wigwag signal installed.
52469	Johnston, Ont., crossing Highway No. 16.....	C.N.R.	Double bells and wigwags installed.
52470	Erskine, Alta., crossing immediately east of.....	C.N.R.	Bell and wigwag signal installed.
52471	Crow's Nest station, Alta., crossing one mile east of.....	C.P.R.	Bell and wigwag signal installed.
52472	Calgary, Alta., Bowness Park Road crossing.....	C.P.R.	Bell and wigwag signal installed.
52491	Carbon, Alta., crossing east of.....	C.P.R.	Bell and wigwag signal installed.
52492	Ingleside, N.B., Rye Road crossing.....	C.P.R.	Bell and wigwag signal installed.
52496	Wetaskiwin, Alta., crossing 2 miles north of.....	C.P.R.	Bell and wigwag signal installed.
52499	Lundbreck, Alta., crossing $\frac{1}{2}$ mile west of.....	C.P.R.	Overhead crossing constructed.
	Irishtown Road, Sunny Brae, N.B., crossing.....	C.N.R.	Existing bell and wigwag signal removed to northwest angle.
52424	Near Farnham, P.Q., crossing Mile 1-0 St. Guillaume Subd.....	C.P.R.	Trees trimmed and removed.
52510	Britannia, Ont., crossing Main Street.....	C.P.R.	Speed restriction of 10 miles per hour.
52510	Westboro, Ont., crossing Richmond Road.....	C.P.R.	Speed restriction of 10 miles per hour.
52510	Granby, P.Q., Cowie Street crossing.....	M. & S.C. Ry.	Speed restriction of 10 miles per hour eastbound traffic.
52513	Laduna, Alta., crossing immediately north of.....	C.P.R.	Bushes removed.
52514	Okotoks, Alta., crossing.....	C.P.R.	Bell and wigwag installed.
52582	Colborne parish, N.B., crossing highway No. 11.....	C.N.R.	Bell and wigwag installed.
52583	St. Mary's parish, N.B., crossing highway No. 8.....	C.N.R.	Bell and wigwag installed.
52584	Harcourt, N.B., crossing 1 mile north of Mortimer.....	C.N.R.	Bell and wigwag installed.
52585	Blissfield, N.B., crossing highway No. 8.....	C.N.R.	Bell and wigwag installed.
52586	Anagance, N.B., crossing highway No. 2.....	C.N.R.	Bell and wigwag installed.
52587	Paquet River, N.B., crossing highway No. 11.....	C.N.R.	Bell and wigwag installed.
52588	Underhill, N.B., crossing highway No. 8.....	C.N.R.	Bell and wigwag installed.
52607	Carleton Place, Ont., Franktown Road crossing.....	C.P.R.	Speed restriction of 10 miles per hour.

27156-191

39573

39573

39573

12072-43



## RAILWAY COMMISSIONERS OF CANADA

STATEMENT No. 13.—STATEMENT showing the number of highway crossings at which protection has been ordered, and the nature of protection, set out by provinces for twelve months ended December 31, 1935.

	P.E.I.	Nov Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Total
Cars to be kept back required distance.....		1			3					4
Removal of view obstructions.....	24	3		14	10				3	54
Speed limitation sustained.....		2	1	2	8					13
Highway crossing sign installed.....					1			1		2
Switching movements flagged.....				2	2					4
Stop signs installed.....				5	1					6
Bell and wigwag signal installed.....	3		8		7			7		25
Double bell and wigwag signal installed.....					7	1			1	9
Wigwag added to bell.....	1	2	3		4					10
Advance warning signs installed.....					11	1		1		13
Approaches graded.....	5			1	1					7
Changes in operating circuits of wigwag signals.....					3					3
Watchman service.....				1	1					2
Change in location of bell and wigwag.....			1							1
Subway.....					3					3
Diversion of highway.....	1							1		2
Overhead crossing constructed.....								1		1
	34	8	13	25	62	2		11	4	159

STATEMENT No. 14.—Number of highway crossing accidents showing total number of persons killed and injured, by provinces, for year ended December 31, 1935.

Railway	Prince Edward Island			Nova Scotia			New Brunswick			Quebec			Ontario			Manitoba			Saskatchewan			Alberta			British Columbia			Total				
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.					
Canadian National.....	1	2		6	3	7	2	1	2	25	22	26	66	36	85	5	5	6	6	4	6	6	...	6	2	1	1	119	72	14		
Canadian Pacific.....							3	1	2	12	3	25	40	19	55	6	3	5	6	1	9	5	1	6	8	...	10	80	28	112		
Algoma Central & Hudson Bay													2	...	4												2	...	4			
Essex Terminal.....													1	...	1												1	...	1	...		
Grand River.....													3	...	4												3	...	2	...		
London & Port Stanley.....													3	...	2												3	...	2	...		
Lake Erie & Northern.....													1	...	1												1	...	1	...		
Michigan Central.....													6	2	4												6	2	...	4		
Niagara, St. Catharines & Toronto.....													1	...	1												1	...	1	...		
Père Marquette.....													6	3	9												6	3	...	2	...	
New York Central.....										1	...	1		1													2	...	2	...		
Montreal & Southern Counties.....										3	...	5															3	...	5	...	5	...
Quebec Central.....										1	...	1		1													1	...	1	...	1	...
Central Vermont.....										1	...	1		1													1	...	1	...	1	...
Dominion Atlantic.....										1	...	1		1													2	3	...	2	...	
Esquimaux & Nanaimo.....				2	3	2																					2	3	...	2	...	
Great Northern.....																										1	...	1	...	1	...	
Northern Alberta.....																										1	...	1	...	1	...	
Northern British Columbia.....																										1	...	1	...	1	...	
British Columbia Electric.....																										7	1	7	...	1	10	...
Vancouver Harbour Commissioners Term.....																										1	...	1	...	2	...	
	1	...	2	8	6	9	5	2	4	43	26	59	130	63	166	11	8	11	12	5	15	11	1	12	21	3	26	242	114	304		

STATEMENT No. 15.—Particulars of highway crossing accidents for five years, with description of protection or non-protection in effect. (Figures for auto accidents only.)

## GATES

	1931			1932			1933			1934			1935			Total		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
Prince Edward Isld.....																		
Nova Scotia.....																1		1
New Brunswick.....				1		1										4		5
Quebec.....	2		2							1		1		2		17	6	35
Ontario.....	5		9	3	1	2	4		15	3	4	7	2	1	2			
Manitoba.....																		
Saskatchewan.....																1		2
Alberta.....	1		2															
British Columbia.....																		
Totals.....	8		13	4	1	3	4		15	4	4	8	3	1	4	23	6	43

## FLASHLIGHT OR LIGHTNING FLASH SIGNAL

	1931			1932			1933			1934			1935			Total		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
Prince Edward Isld.....																		
Nova Scotia.....																		
New Brunswick.....																		
Quebec.....																		
Ontario.....	2	4		3	3	3							1	1		6	8	3
Manitoba.....	2	1	1													2	1	1
Saskatchewan.....																		
Alberta.....																		
British Columbia.....																		
Totals.....	4	5	1	3	3	3							1	1		8	9	4

## BELL

	1931			1932			1933			1934			1935			Total		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
Prince Edward Isld.....																		
Nova Scotia.....				1	2	1	1		3	1		1		1		4	2	6
New Brunswick.....	3	1	5	1	2				3		3					7	3	8
Quebec.....	4	4	5	3	2	3	2	1	5	2		2	5	3	16	16	10	31
Ontario.....	22	10	33	19	12	22	14	4	21	19	6	21	25	9	34	99	41	131
Manitoba.....										1		1				1		1
Saskatchewan.....													1		1			
Alberta.....	1		1							1		1				2		2
British Columbia.....				2		2							3	1	2	5	1	4
Totals.....	30	15	44	26	18	28	17	5	29	27	6	29	35	13	54	135	57	184

## WATCHMAN

	1931			1932			1933			1934			1935			Total		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
Prince Edward Isld.....																		
Nova Scotia.....																		
New Brunswick.....																1		5
Quebec.....	1		5															
Ontario.....	4	1	7	3	2	1	3	3	1	4	1	4	3		4	17	7	17
Manitoba.....																		
Saskatchewan.....																		
Alberta.....																		
British Columbia.....																		
Totals.....	5	1	12	3	2	1	3	3	1	4	1	4	3		4	18	7	22

STATEMENT No. 15.—Particulars of highway crossing accidents for five years, with description of protection or non-protection in effect. (Figures for auto accidents only.)—*Concluded*

## UNPROTECTED

	1931			1932			1933			1934			1935			Total		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
Prince Edward Isld...	2		6				3	1	3	2	2	1						
Nova Scotia.....	14	6	12		8		13	7	1	10	4	1	6	1		2	8	3
New Brunswick.....	6	6	11		5		8	6		10	7	9	8	7	6	8	40	14
Quebec.....	43	9	69	28	9	43	34	5	50	20	7	31	31	20	38	156	50	49
Ontario.....	115	38	183	98	34	116	75	24	102	80	26	100	86	45	118	454	167	619
Manitoba.....	15	2	22	8	1	14	6	3	11	7		8	8	7	8	44	13	63
Saskatchewan.....	14	1	19	12	1	12	8	1	14	9	3	16	8	4	11	51	10	72
Alberta.....	12	1	18	11	2	11	18	12	23	14	1	27	10	1	11	65	17	93
British Columbia.....	12		18	6		9	8	3	5	4	3	7	17	1	24	47	7	60
Totals.....	233	63	358	176	47	226	165	50	228	147	52	204	171	85	223	892	297	1,239

## GRAND TOTALS

	1931			1932			1933			1934			1935			Total		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
Prince Edward Isld...	2		6				3	1	3	2	2	1	1		2			
Nova Scotia.....	14	6	12	9	2	14	8	1	13	5	1	11	8	6	9	44	16	55
New Brunswick.....	9	7	16	7	2	9	6		10	10	9	11	3	1	3	35	19	49
Quebec.....	50	13	81	31	11	46	36	6	55	23	7	34	37	23	56	177	60	272
Ontario.....	148	53	232	126	52	144	96	31	139	106	37	132	117	56	158	593	229	805
Manitoba.....	17	3	23	8	1	14	6	3	11	8		9	8	7	8	47	14	65
Saskatchewan.....	14	1	19	12	1	12	8	1	14	9	3	16	9	4	12	52	10	73
Alberta.....	14	1	21	11	2	11	18	12	23	15	1	28	10	1	11	68	17	94
British Columbia.....	12		18	8		11	8	3	5	4	3	7	20	2	26	52	8	67
Totals.....	280	84	428	212	71	261	189	58	273	182	63	245	213	100	285	1,076	376	1,492

STATEMENT No. 16.—Particulars of highway crossing accidents, for five years, with description of protection or non-protection in effect. (Not including autos.)

## 1931

	Gates			Flashlight or Lightning Flash Signal			Bell			Watchman			Unprotected			Total		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
Prince Edward Isld...																		
Nova Scotia.....																		
New Brunswick.....													1		1	1		1
Quebec.....	4																	
Ontario.....	1		4	1		1	2		2	1		1	9	5	6	1	13	10
Manitoba.....													7	2	5	12	2	10
Saskatchewan.....													4	1	4	4	1	4
Alberta.....													3	3	1	3	3	1
British Columbia.....	1	1	1				1	1					1		1	1		1
Totals.....	6	1	6	1		1	3	1	2	1		1	26	11	19	37	13	29

## 1932

	Gates			Flashlight or Lightning Flash Signal			Bell			Watchman			Unprotected			Total		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
Nova Scotia.....																		
New Brunswick.....													1		1	1		1
Quebec.....	4	3	1				1		1				7	7	6	11	10	7
Ontario.....	1	1											16	7	11	21	11	12
Saskatchewan.....							4	3	1				4	2	10	4	2	10
Alberta.....													3	2	1	3	2	1
British Columbia.....													1		1	1		1
Totals.....	5	4	1				5	3	2				32	18	30	42	25	33



## RAILWAY COMMISSIONERS OF CANADA

STATEMENT No. 16.—Particulars of highway crossing accidents, for five years, with description of protection or non-protection in effect. (Not including autos.)—*Concluded.*

1933

	Gates			Flashlight or Lightning Flash Signal			Bell			Watchman			Unprotected			Total		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
Quebec.....	2	1	1	.....	.....	.....	3	1	2	.....	.....	.....	5	3	2	10	5	5
Ontario.....	1	1	.....	1	1	.....	4	4	.....	.....	.....	.....	6	4	2	12	10	2
Manitoba.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	3	3	.....	3
Saskatchewan.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	2	4	5	2	4
Alberta.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	1	.....	1
Totals.....	3	2	1	1	1	.....	7	5	2	.....	.....	.....	20	9	12	31	17	15

1934

	Gates			Flashlight or Lightning Flash Signal			Bell			Watchman			Unprotected			Total		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
Nova Scotia.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....
Quebec.....	3	2	1	.....	.....	.....	1	1	.....	.....	.....	.....	8	6	4	12	9	5
Ontario.....	3	.....	3	.....	.....	.....	5	1	4	1	1	.....	4	3	1	13	5	8
Manitoba.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	1	3	3	1	3
Saskatchewan.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	1	1	.....
Alberta.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	1	.....	1
British Columbia.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	1	1	.....
Totals.....	6	2	4	1	1	.....	6	2	4	1	1	.....	18	12	9	32	18	17

1935

	Gates			Flashlight or Lightning Flash Signal			Bell			Watchman			Unprotected			Total		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
New Brunswick.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2	1	1
Quebec.....	2	2	.....	.....	.....	.....	1	.....	1	.....	.....	.....	3	1	2	6	3	3
Ontario.....	2	1	1	2	1	1	1	1	.....	2	1	1	6	3	5	13	7	8
Manitoba.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	1	3	3	1	3
Saskatchewan.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	1	3	3	1	3
Alberta.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	1	.....	1
British Columbia.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	1	1	.....
Totals.....	5	4	1	2	1	1	2	1	1	2	1	1	18	7	15	29	14	19

## GRAND TOTALS

	Gates			Flashlight or Lightning Flash Signal			Bell			Watchman			Unprotected			Total		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
1931.....	6	1	6	1	.....	1	3	1	2	1	.....	1	26	11	19	37	13	29
1932.....	5	4	1	.....	.....	.....	5	3	2	.....	.....	.....	32	18	30	42	25	33
1933.....	3	2	1	1	1	.....	7	5	2	.....	.....	.....	20	9	12	31	17	15
1934.....	6	2	4	1	1	.....	6	2	4	1	1	.....	18	12	9	32	18	17
1935.....	5	4	1	2	1	1	2	1	1	2	1	1	18	7	15	29	14	19
Totals.....	25	13	13	5	3	2	23	12	11	4	2	2	114	57	85	171	87	113

A.—Accidents. K.—Killed. I.—Injured.

## STATEMENT No. 17.—Summary of all accidents occurring at highway crossings at grade.

	1931			1932			
	Accidents	Killed	Injured	Accidents	Killed	Injured	
Autos.....	280	84	428	212	71	261	
Others*.....	37	13	29	42	25	33	
Totals.....	317	97	457	254	96	294	
	1933			1934			
	Accidents	Killed	Injured	Accidents	Killed	Injured	
Autos.....	189	58	273	182	63	245	
Others*.....	31	17	15	32	18	17	
Totals.....	220	75	288	214	81	262	
	1935			Grand Totals			
	Accidents	Killed	Injured		Accidents	Killed	Injured
Autos.....	213	100	285	1931.....	317	97	457
Others*....	29	14	19	1932.....	254	96	294
Totals...	242	114	304	1933.....	220	75	288
				1934.....	214	81	262
				1935.....	242	114	304
			Totals..	1,247	463	1,605	

\*"Others" includes, Horse Drawn Vehicles, Pedestrians, Bicycle, Motorcycle, Tricycle, Tractor, Grader, and Snowmobile.

STATEMENT No. 18.—Highway crossing accidents for the year ended December 31, 1935.

Inv. File	Board File	Date	Time	Railway	Place	Killed	Injured	Protection	Class of Accident
29872	33550-54	Dec. 5	3:20p.	C.N.R.	Portage, P.E.I., M. 13-17, Tignish Subd., P.E.I.		2	Unprotected	Truck.
27410	27218-103	Jan. 19	7:00p.	C.N.R.	Truro, N.S., Pleasant St.		1	Unprotected	Truck.
27711	27218-105	May 13	9:30p.	C.N.R.	Estmere, N.S., crossing at	3	1	Unprotected	Auto.
27897	27218-108	July 7	9:15a.	C.N.R.	Oxford Subd., N.S., Fitzpatrick's crossing		1	Unprotected	Auto.
27875	28300-32	July 11	1:00p.	D.A.R.	Pereau Station, N.S., crossing at	2	2	Unprotected	Truck.
27886	28300-6	July 18	11:40a.	D.A.R.	Digby, N.S., Queen St.	1		Unprotected	Truck.
27959	27218-18	Aug. 9	4:45p.	C.N.R.	Hopewell Station, N.S., 2nd crossing West		1	Bell.	Auto.
28057	27218-54	Aug. 28	2:00p.	C.N.R.	Mulherst, N.S., Spring St.		1	Unprotected	Truck.
28382	38681-34	Dec. 6	7:19p.	C.N.R.	Halifax, N.S., Lady Hammond Rd.		2	Unprotected	Truck.
27579	19864	Feb. 7	12:19p.	C.N.R.	St. John, N.B., Mill St.	1		Gates.	Pedestrian.
27401	27401-08	June 15	6:58a.	C.P.R.	Ingleisle, N.B., crossing at		1	Unprotected	Truck.
28079	27401-69	Aug. 6	9:17p.	C.P.R.	Fredrickton Junction, N.B., 1st crossing North		1	Unprotected	Truck.
28383	33229-95	Aug. 6	6:50p.	C.N.R.	Newcastle, N.B., Williamson's crossing		1	Unprotected	Truck.
28507	27156-17	Dec. 18	4:00p.	C.P.R.	Fairville Station, N.B., East of		1	Unprotected	Auto.
27292	9437-1258	Jan. 3	7:44a.	C.P.R.	Ste. Thérèse, P.Q., Sanehe St.		1	Unprotected	Truck.
27301	26782-45	Jan. 4	7:45p.	C.P.R.	Stanbridge, P.Q., 2nd crossing North	1	1	Unprotected	Auto.
27408	9437-323	Jan. 7	8:10a.	N.Y.C.	Atholstan, P.Q., just North of		2	Unprotected	Auto.
27509	33135	Feb. 10	8:30a.	C.N.R.	Drummondville, P.Q., Lindsay St.	2		Gates.	Truck.
27580	9437-178	Mar. 25	5:30p.	C.N.R.	Valois, P.Q., 1st crossing East		2	Bell.	Truck.
27688	30283	April 12	4:25p.	C.N.R.	Lachine, P.Q., 48th Ave.		2	Unprotected	Truck.
27646	9437-346	May 23	10:40a.	C.P.R.	Howick, P.Q., Wells Rd.		1	Unprotected	Truck.
27752	9437-635	May 11	9:05p.	C.N.R.	Quebec, P.Q., Pells Rd.		1	Unprotected	Auto.
27753	26435	June 21	5:35a.	C.N.R.	St. Hyacinthe, P.Q., Laframboise St.		1	Gates.	Pedestrian.
27881	12072-43	June 16	7:55p.	C.N.R.	Montreal, DeCourselles St.		2	Unprotected	Auto.
27835	26782-229	July 6	6:20p.	M. & S.C.	Hull East Stn., P.Q., 3 of mile East	4	1	Unprotected	Auto.
27874	26782-193	July 15	7:10p.	C.N.R.	Granby, Cowie St., P.Q.		3	Unprotected	Auto.
27804	12072-42	July 7	2:40p.	C.N.R.	Cécile Stn., P.Q., 1 mile East	1		Unprotected	Truck.
27903	27156-34	Aug. 2	9:30a.	M. & S.C.	St. Laurent, P.Q., Monkland Blvd		8	Bell.	Auto.
28005	26782-55	Aug. 29	11:55p.	C.N.R.	St. Césaire, P.Q., Notre-Dame St.	1	1	Bell.	Auto.
27936	27156-191	Aug. 20	3:35p.	C.N.R.	Deschêne, P.Q., crossing at		1	Unprotected	Auto.
27900	26792-218	Aug. 10	3:20p.	C.N.R.	Ville St. Pierre, P.Q., Upper Lachine Rd.	7	1	Unprotected	Auto.
27958	9437-1092	Aug. 7	12:58p.	C.N.R.	Farnham Stn., P.Q., north	1	1	Unprotected	Truck.
27899	26782-234	Aug. 3	12:25a.	C.N.R.	Brn. Brosseau and Lacadie, P.Q., St. John crossing		1	Bell.	Pedestrian.
28006	26782-55	Sept. 3	8:15a.	C.N.R.	South Durland, P.Q., St. Anne Rd.		1	Bell.	Auto.
28125	26782-237	Sept. 11	3:22p.	C.N.R.	Rimouski Subd., P.Q., Mile 28.58		1	Unprotected	Truck.
28028	26782-235	Sept. 12	3:22p.	C.N.R.	Montreal, Desjardins St., P.Q.		1	Unprotected	Truck.
28124	26782-236	Sept. 12	3:22p.	C.N.R.	Ville St. Pierre, P.Q., Upper Lachine Rd.		1	Unprotected	Truck.
28172	16803-1	Oct. 18	9:30a.	C.N.R.	Dequen, P.Q., 1st crossing South of		1	Unprotected	Truck.
28244	26782-238	Oct. 18	9:30a.	C.N.R.	Yamachiche Stn., P.Q., 2nd crossing East		1	Unprotected	Truck.
28288	26782-239	Nov. 15	5:18p.	C.N.R.	Montreal, P.Q., DeBoulierville St.		1	Unprotected	Truck.
28293	26782-240	Nov. 12	1:25p.	C.N.R.	St. Césaire Stn., P.Q., Notre-Dame St.		1	Unprotected	Truck.
28325	26782-241	Nov. 20	8:00a.	C.N.R.	St. Cathbert Stn., P.Q., 1st crossing West		1	Unprotected	Truck.
28336	26782-242	Nov. 20	8:15a.	C.N.R.	Montreal East, P.Q., Gamble Ave.		1	Unprotected	Truck.
28396	27156-201	Nov. 24	11:40a.	C.P.R.	St. Cyr Stn., 1st crossing East		1	Unprotected	Truck.
					Laurel Stn., P.Q., 1st crossing West		1	Unprotected	Truck.
					Iberville Stn., P.Q., 9th Ave.		1	Unprotected	Truck.
					St. Gabriel Stn., P.Q., 2nd crossing South		1	Unprotected	Auto.

28289	27156-123	Nov. 23	11-39a.	C.P.R.	St. Hyacinthe, P.Q., just South of.	1	Unprotected.	Auto.
28289	27156-103	Nov. 23	1-15a.	C.P.R.	Mégantic, P.Q., Agnes St.	1	Unprotected.	Pedestrian.
28283	9437-1538	Dec. 16	3-25p.	C.P.R.	Park Avenue St., P.Q., 9 of mile East.	1	Unprotected.	Pedestrian.
28424	27156-202	Dec. 16	10-35a.	C.P.R.	Carobert St., P.Q., 8 of mile South.	3	Bell.	Auto.
28467	31646-28	Dec. 16	8-55a.	C.P.R.	Ste. Marie St., P.Q., 2-1 miles South.	1	Unprotected.	Auto.
28355	10821	Dec. 4	1-30p.	C.P.R.	Montreal, P.Q., St. Marguerite St.	1	Unprotected.	Auto.
27411	9437-1120	Jan. 23	1-20p.	C.P.R.	Chatham, Ont., Grand Ave.	1	Gates.	Pedestrian.
27337	9437-970	Jan. 23	11-43a.	C.P.R.	Varney St., Ont., 1st crossing North.	2	Bell.	Auto.
27259	26727-190	Jan. 7	8-30p.	C.P.R.	Lisgar St., Ont., 1-1 miles East.	1	Unprotected.	Auto.
27350	26727-300	Jan. 12	6-42p.	C.P.R.	Thamesville St., Ont., crossing just West.	1	Unprotected.	Auto.
27374	26727-177 <sup>1,2</sup>	Jan. 12	2-50p.	C.P.R.	Guelph, Ont., Queen St.	3	Unprotected.	Auto.
27364	26765	Jan. 25	7-45p.	C.P.R.	Winona St., Ont., crossing just West.	1	Bell.	Auto.
27349	26711-316	Jan. 16	11-20p.	C.N.R.	London, Ont., Dundas St.	4	Unprotected.	Auto.
27352	27929-52	Jan. 11	7-00p.	C.N.R.	Walkerville Junction, Ont., 1st crossing East.	1	Unprotected.	Auto.
27368	27368	Jan. 16	3-30p.	C.P.R.	Ottawa West, Ont., Bayview Rd.	1	Unprotected.	Pedestrian.
27424	9437-600	Feb. 11	6-20p.	C.P.R.	St. Thomas, Ont., Southwick St.	1	Bell.	Auto.
27458	34051	Feb. 7	9-30p.	C.P.R.	Windsor, Ont., Howard Ave.	1	Bell.	Auto.
27392	26843-63	Feb. 2	7-30p.	C.P.R.	Canfield Junction, Ont., Duval St.	2	Unprotected.	Auto.
27426	Case 4192	Feb. 15	12-20p.	C.P.R.	London, Ont., Richmond St.	1	Unprotected.	Auto.
27427	26727-379	Feb. 16	7-55a.	C.P.R.	Current River St., Ont., 0-23 of mile East.	1	Unprotected.	Auto.
27395	26727-300	Feb. 7	9-40a.	C.N.R.	Stratford, Ont., Caradoc St.	1	Unprotected.	Auto.
27519	8154	Feb. 10	10-30p.	C.P.R.	Stratford, Ont., Queen St.	1	Unprotected.	Auto.
27459	9437-182	Feb. 10	5-43a.	C.P.R.	Brampton, Ont., Main St.	1	Unprotected.	Auto.
27400	26711-558	Feb. 21	11-50a.	C.N.R.	Mt. Brydges, Ont., 1st crossing East.	1	Bell.	Auto.
27381	26727-347	Feb. 7	17-20k.	C.N.R.	Rushbowie Subd., Ont., Mile 17-5	10	Unprotected.	Auto.
27425	26711-554	Jan. 28	10-55a.	C.P.R.	Sarnia, Ont., crossing at.	1	Unprotected.	Auto.
27524	9437-932	Mar. 21	7-55p.	C.N.R.	Sarnia, Ont., Vidal St.	1	Bell.	Auto.
27538	27231	Feb. 27	8-11p.	C.N.R.	Niagara Falls, Ont., Stanley St.	1	Unprotected.	Auto.
27546	9437-107	Mar. 1	8-10p.	C.N.R.	Cobourg, Ont., William St.	1	Unprotected.	Auto.
27536	26711-560	Mar. 7	8-10p.	C.N.R.	Galt, Ont., Main St.	1	Unprotected.	Auto.
27535	26765-45	Mar. 7	6-22p.	C.N.R.	St. Catharines, Ont., 3rd crossing South.	1	Unprotected.	Auto.
27556	26765-268	Mar. 20	7-05p.	C.N.R.	Sarnia, Ont., London Rd.	2	Unprotected.	Auto.
27537	26765-216	Feb. 25	9-25a.	C.N.R.	Weston, Ont., Dennis Rd.	1	Unprotected.	Auto.
27528	9437-80	April 2	8-15p.	C.N.R.	Locust Hill St., Ont., crossing West of	1	Bell.	Auto.
27616	27611-250	April 4	7-50p.	C.P.R.	Sarnia, Ont., Devine St.	1	Unprotected.	Auto.
27929	26711-561	April 12	5-00p.	C.P.R.	Arkwood St., Ont., 1-1 miles East.	2	Unprotected.	Auto.
27574	26727-380	April 12	4-14a.	C.N.R.	St. Thomas, Ont., 2nd crossing North.	2	Unprotected.	Auto.
27552	26711-548	April 9	9-15a.	C.N.R.	Long Branch, Ont., Kingsbury Ave.	1	Unprotected.	Auto.
27585	26711-441	April 8	5-00p.	C.N.R.	Lisgar St., Ont., 1-3 miles East.	1	Unprotected.	Auto.
27555	17151-1	April 2	5-41p.	C.N.R.	Gunnington, Ont., 4 mile North.	1	Unprotected.	Auto.
27561	26727-190	April 1	7-45a.	C.N.R.	Whitman St., Ont., 1st crossing West.	1	Unprotected.	Auto.
27607	26711-452	May 24	9-50a.	C.N.R.	Forest, Ont., Main St.	1	Flash Signal	Auto.
27683	26842-635	May 20	9-50a.	C.N.R.	Cobden St., Ont., crossing just West.	1	Bell.	Auto.
27692	Case 2081	May 17	6-25p.	C.N.R.	Palmerston, Ont., Main St.	1	Bell.	Auto.
27668	26727-189	May 17	1-38p.	C.P.R.	Kitchener, Ont., Wilnot St.	1	Watchman.	Auto.
27661	6854	May 3	4-00p.	C.N.R.	Carp, Ont., about 1 1/4 miles West.	1	Unprotected.	Auto.
27634	9437-1147	May 4	1-35p.	C.N.R.	Cobourg, Ont., Ontario St.	1	Unprotected.	Auto.
27662	26711-562	May 7	1-12p.	C.N.R.	Bruce St., Ont., West of	1	Unprotected.	Auto.
27632	3701-286	May 5	2-55a.	C.P.R.	Odena, Ont., 2nd crossing South.	2	Unprotected.	Auto.
27658	3702-31	May 7	10-45p.	C.P.R.	London East, Ont., Eglinton St.	2	Unprotected.	Auto.
27665	36176-1	May 23	4-35p.	A.C. & H.B.	Fort William, Ont., McTavish St.	1	Unprotected.	Auto.
27675	9437-452	May 4	11-50a.	C.N.R.	Whitby, Ont., crossing at.	1	Gates.	Motorcycle.
27676	18603	May 4	11-50a.	C.N.R.	Chico, Ont., Kipling St.	1	Unprotected.	Pedestrian.
27640	26727-152	April 25	11-32k.	C.P.R.	Callander, Ont., Swale St.	3	Unprotected.	Auto.
27707	26727-381	June 7	9-25a.	C.N.R.		3	Unprotected.	Auto.
27720	26727-381	May 30	9-25a.	C.N.R.		3	Unprotected.	Auto.
27736	26711-563	June 11	3-45p.	C.N.R.		3	Unprotected.	Auto.



## STATEMENT No. 18.—Highway crossing accidents for the year ended December 31, 1935—Continued.

Inv. File	Board File	Date	Time	Railway	Place	Killed	Injured	Protection	Class of Accident
27772	26711-284	June 18	11-03a.	C.N.R.	Unionville, Ont., ½ mile West.	1	1	Unprotected.	Truck.
27764	26842-101	June 24	11-50p.	M.C.R.	Ridgetown Stn., Ont., 1st crossing East.			Lightning Flash Signal.	Pedestrian.
27814	19808	July 5	4-45p.	C.P.R.	Peterboro, Ont., Park St.		2	Bell.	Auto.
27825	26765-184	July 9	8-25p.	C.N.R.	Peterboro, Ont., George and Romane Sts.		1	Unprotected.	Auto.
27844	3107-1-564	July 20	4-55p.	C.N.R.	Lindsay, Ont., Colborne St.		1	Unprotected.	Auto.
27862	3192-8	July 3	7-30a.	O. & N.Y.	Hurdman, Ont., Russell Rd.		1	Unprotected.	Truck.
27883	26727-221	July 25	10-30a.	C.P.R.	Summerville, Ont., crossing at.		1	Unprotected.	Truck.
27863	243-16	Aug. 1	9-25p.	C.P.R.	North Bay, Ont., Golf St.		1	Unprotected.	Auto.
28001	26711-503	Aug. 22	2-30a.	C.N.R.	Omamee, Ont., No. 2 Highway, East of		1	Unprotected.	Auto.
27988	26711-532	Aug. 28	2-35p.	C.N.R.	Chesley, Ont., 5th crossing North of		3	Unprotected.	Auto.
27662	27929-47	Aug. 22	3-10p.	P.M.R.	Pelton, Ont., No. 2-A highway crossing		1	Unprotected.	Auto.
27638	27929-47	Aug. 22	12-30a.	P.M.R.	St. Thomas Stn., Ont., West of	1	3	Unprotected.	Auto.
27639	26763-58	Aug. 18	11-18a.	C.N.R.	Wyton Stn., Ont., 1st crossing West	2	2	Unprotected.	Auto.
27689	36176-2	Aug. 24	9-30a.	A.C. & H.B.	Batchewana, Ont., crossing at Mile 16½		1	Unprotected.	Auto.
27979	27351	Aug. 1	1-20a.	C.P.R.	Sault Ste. Marie, Ont., Francis St.		1	Unprotected.	Truck.
27924	26727-366	Aug. 2	10-40p.	C.P.R.	Guelph, Ont., Stevenson St.	1	1	Unprotected.	Truck.
27973	9188-133	July 29	11-30a.	C.N.R.	Sudbury, Ont., Melvin Ave.	1	1	Unprotected.	Truck.
27915	9437-178	Aug. 13	12-04p.	C.N.R.	Port Credit, Ont., 1st crossing East.		1	Unprotected.	Truck.
28004	3701-296	Aug. 30	7-15a.	C.N.R.	Belleville Station, Ont., crossing East.		1	Unprotected.	Truck.
28000	9437-440	Sept. 15	5-40p.	C.N.R.	Courland, Ont., 1st crossing East.		1	Unprotected.	Truck.
28083	9437-272	Sept. 18	9-45a.	C.P.R.	Locust Hill Station, Ont., 1-28 miles West.		1	Unprotected.	Truck.
28001	26690-5	Sept. 2		G.R.R.	Galt, Ont., Dundas St.		1	Unprotected.	Auto.
27974	26755-175	Sept. 23	7-45p.	C.N.R.	Clitham, Ont., Lacroix St.		1	Unprotected.	Auto.
28129	35400-7	Sept. 23	6-45a.	G.R.R.	Kitchener, Ont., Glasgow St.		1	Unprotected.	Auto.
28018	26711-566	Sept. 5	5-55a.	C.N.R.	Thedford, Ont., 2 miles West.		1	Unprotected.	Auto.
28059	26711-567	Sept. 7	8-44p.	C.N.R.	Nixon Station, Ont., 1st crossing West.		1	Unprotected.	Auto.
28086	26727-320	Sept. 21	4-30p.	C.N.R.	Uniondale Station, Ont., ½ mile East.		1	Unprotected.	Auto.
28151	Cass 4760	Sept. 26	8-15p.	M.C.R.	Welland, Ont., South Main St.		1	Unprotected.	Auto.
28250	26711-503	Sept. 21	11-05p.	C.N.R.	Omamee, Ont., crossing East of		1	Unprotected.	Auto.
28132	26711-508	Sept. 18	4-35p.	C.N.R.	Trenton Junction, Ont., Frankford Road		1	Unprotected.	Truck.
27969	36740-46	Sept. 1	10-30p.	C.P.R.	English River, Ont., 1st crossing East.	3	1	Unprotected.	Truck.
28019	6854	Sept. 7	9-15p.	C.N.R.	Palmerston, Ont., Main St.		1	Unprotected.	Truck.
28082	26711-289	Sept. 4	10-45a.	C.N.R.	Peterboro, Ont., Aylmer St.		1	Unprotected.	Pedestrian.
28193	27929-50	Oct. 10	10-10a.	P.M.R.	Ridgetown, Ont., Victoria St.		1	Unprotected.	Auto.
28154	9437-914	Oct. 14	6-45p.	C.P.R.	Chesterville Station, Ont., 1st crossing West.	1	1	Bell.	Auto.
28128	26765-73	Oct. 1	8-03p.	C.N.R.	Kitchener, Ont., Mill St.		3	Bell.	Auto.
28388	26765-248	Oct. 9	2-15p.	C.N.R.	Fenelon Falls Station, Ont., Lindsay St.		1	Unprotected.	Auto.
28227	26711-436	Oct. 26	7-15p.	C.N.R.	Port Colborne Yard, Ont., Clarence St.		1	Unprotected.	Auto.
28201	26711-65	Oct. 9	4-27p.	C.N.R.	Alandale, Ont., 1st crossing South.	1	1	Unprotected.	Auto.
28155	26727-383	Oct. 15	12-08p.	C.P.R.	Glen Station, Ont., 7 of mile East.	1	1	Unprotected.	Truck.
28147	30424-25	Oct. 1	10-15a.	L. & P.S.	Westminster Township, Ont., 4th Concession.	1	1	Unprotected.	Truck.
28218	26711-569	Oct. 11	12-21p.	C.N.R.	Victoria, Ont., crossing 1½ miles South.		1	Lightning Flash Signal.	Pedestrian.
28194	26842-96	Oct. 1	2-50p.	M.C.R.	Niagara Falls, Ont., Morrison St.		1	Unprotected.	Pedestrian.
28105	30424-2	Oct. 18	10-05a.	L. & P.S.	St. Thomas, Ont., 3-9 miles North.	1	1	Unprotected.	Pedestrian.
28538	9437-1331	Nov. 23	3-32p.	C.N.R.	Baden Station, Ont., 2nd crossing East.	1	2	Bell.	Auto.
28564	9437-856	Nov. 19	3-00p.	C.P.R.	Claremont, Ont., 1-5 miles West.	1	1	Bell.	Auto.
28349	9437-591	Nov. 18	9-45a.	C.P.R.	Carleton Place, Ont., Franktown Road.	1	5	Bell.	Auto.
28358	26711-460	Nov. 24	10-10a.	C.N.R.	Richmond Hill, Ont., crossing South of.	2	1	Unprotected.	Auto.

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28324	26711-177	Nov. 18	1-50p.	C.N.R.	Sudbury Junction, Ont., 1st crossing North	Unprotected.	3	Unprotected.	Auto.
28308	26711-571	Nov. 16	7-07p.	C.N.R.	Hamilton Yard, Ont., Wilson St.	Unprotected.	1	Unprotected.	Auto.
28341	26711-571	Nov. 16	7-07p.	C.N.R.	Peaseburn, Ont., 1st crossing East	Unprotected.	1	Unprotected.	Auto.
28310	26711-572	Nov. 21	12-10p.	C.N.R.	Peaseburn, Ont., 2nd crossing East	Unprotected.	1	Unprotected.	Auto.
28343	26711-552	Nov. 16	7-15p.	C.N.R.	London East, Ont., Egerton St.	Unprotected.	1	Unprotected.	Auto.
28277	26711-441	Nov. 27	11-45p.	C.N.R.	St. Thomas, Ont., 2-61 miles West	Unprotected.	1	Unprotected.	Auto.
28266	26711-441	Nov. 3	12-35k.	C.P.R.	Murillo, Ont., 2-61 miles West	Unprotected.	3	Unprotected.	Auto.
28277	26711-407	Nov. 22	2-58p.	C.N.R.	Trinton, Ont., 1st crossing East	Unprotected.	5	Unprotected.	Auto.
28353	26711-1	Nov. 15	7-55p.	C.N.R.	Francois, Ont., Highway No. 83	Unprotected.	3	Unprotected.	Auto.
28309	26727-386	Nov. 21	9-50p.	C.P.R.	Innercity Station, Victoria St.	Unprotected.	2	Unprotected.	Auto.
28307	26727-125	Nov. 1	10-34p.	C.P.R.	Jelly Station, Ont., North of	Unprotected.	1	Unprotected.	Truck.
28446	9437-292	Dec. 19	8-41p.	C.P.R.	London, Ont., Waterloo St.	Unprotected.	2	Unprotected.	Truck.
28457	25542-38	Dec. 24	11-40p.	L. & P.S.	St. Thomas, Ont., Elm St.	Unprotected.	1	Gates.	Auto.
61009	27929-43	Dec. 28	12-45p.	C.N.R.	Hanover Station, Ont., just south of	Unprotected.	2	Unprotected.	Auto.
28445	27929-43	Dec. 15	8-45p.	P.M.R.	Pelton, Ont., No. 2-A Highway	Unprotected.	1	Unprotected.	Auto.
63987	9188-133	Dec. 27	8-08a.	C.N.R.	St. Mary's, Ont., James St.	Unprotected.	1	Unprotected.	Auto.
28458	26711-500	Dec. 24	1-30p.	C.N.R.	Sudbury, Melvin Ave	Unprotected.	1	Unprotected.	Auto.
28468	26711-500	Dec. 13	9-59a.	C.N.R.	Tottenham, Ont., 1st crossing South	Unprotected.	1	Unprotected.	Auto.
28354	26727-388	Dec. 11	1-20p.	C.N.R.	Pakenham Station, Ont., 1st crossing West	Unprotected.	1	Unprotected.	Auto.
28370	26727-387	Dec. 1	11-30a.	C.P.R.	Welland Junction, Ont., just west of	Unprotected.	3	Unprotected.	Auto.
28389	26711-573	Dec. 1	1-10a.	C.N.R.	Kenilworth Station, Ont., w. s. of	Unprotected.	2	Unprotected.	Auto.
28436	26727-389	Dec. 17	12-30p.	C.P.R.	Gu. Jph, Ont., Queen St.	Unprotected.	2	Unprotected.	Auto.
28411	26727-17	Dec. 13	2-55p.	C.N.R.	Stouffville Station, Ont., 2-7 miles West	Unprotected.	2	Unprotected.	Auto.
28474	33410-1	Dec. 23	10-14a.	C.N.R.	Harrison, Ont., Arthur St.	Unprotected.	1	Unprotected.	Truck.
28433	26711-154	Dec. 14	6-37p.	C.N.R.	Maple Grove, Ont., Park St.	Unprotected.	1	Unprotected.	Truck.
28434	27318-17	Dec. 14	4-55p.	L.E. & N.	Waterloo, Ont., crossing at Mile 27-7	Unprotected.	1	Unprotected.	Truck.
28435	26990-15	Dec. 7	5-30p.	G.R.R.	Peterboro, Ont., King St.	Unprotected.	1	Unprotected.	Truck.
28518	9437-407	Dec. 17	4-32p.	C.N.R.	Amrior, Ont., John St.	Unprotected.	1	Gates.	Pedestrian.
28573	9437-407	Dec. 10	6-47a.	C.P.R.	Gu. Jph, Ont., Dublin St.	Unprotected.	1	Unprotected.	Pedestrian.
64010	27365-65	Dec. 28	11-20k.	C.N.R.	Elva, Man., crssing East of Switch	Unprotected.	1	Unprotected.	Horse drawn
27351	27365-65	Jan. 11	11-20k.	C.P.R.	Letellier Subd., Man., Mile 44-2	Unprotected.	1	Unprotected.	Vehicle.
27557	26744-93	Mar. 20	22-17k.	C.N.R.	Harte Subd., Man., Mile 104-3	Unprotected.	3	Unprotected.	Auto.
27560	26744-94	Mar. 26	13-45k.	C.N.R.	Winnipeg, Man., S. of M. 2, Emerson Rd.	Unprotected.	1	Unprotected.	Horse drawn
27912	27365-67	July 26	8-45k.	C.P.R.	Brandon, Man., First St.	Unprotected.	1	Unprotected.	Vehicle.
27906	21112-3	July 27	24-34k.	C.N.R.	Winnipeg, Beach St., Mile 9	Unprotected.	1	Unprotected.	Truck.
27913	27365-66	July 31	17-40k.	C.P.R.	Tucker Siding, Man., 1st crossing West	Unprotected.	2	Unprotected.	Auto.
28087	27365-66	Sept. 16	23-30k.	C.N.R.	Victoria Beach Subd., Man., Mile 22-27	Unprotected.	1	Unprotected.	Auto.
28135	26744-97	Sept. 25	9-00k.	C.N.R.	LaSalle, Man., 3rd crssing South	Unprotected.	1	Unprotected.	Auto.
28180	27365-68	Oct. 17	22-20k.	C.P.R.	Winnipeg, Man., Notre Dame Ave	Unprotected.	2	Unprotected.	Auto.
28276	27365-68	Oct. 22	13-35k.	C.N.R.	Neepawa Subd., Man., East of Mile 29	Unprotected.	1	Unprotected.	Auto.
28348	26744-98	Sept. 28	13-35k.	C.N.R.	Broadview Subd., Sask., Mile 117-25	Unprotected.	2	Unprotected.	Horse drawn
27739	26807-98	June 3	18-25k.	C.P.R.	Langham Subd., Sask., Mile 18-5	Unprotected.	2	Unprotected.	Vehicle.
27887	27467-125	June 20	14-23k.	C.N.R.	Margo Subd., Sask., Mile 85-7	Unprotected.	3	Unprotected.	Auto.
27882	27467-126	June 2	18-12k.	C.N.R.	Regina, Sask., Winnipeg St	Unprotected.	1	Unprotected.	Auto.
27936	27094-8	Aug. 1	12-02k.	C.P.R.	Indian Head Subd., Sask., Mile 97	Unprotected.	1	Unprotected.	Auto.
28119	26807-112	Sept. 16	15-40k.	C.N.R.	Central Butte Subd., Sask., Mile 57-5	Unprotected.	2	Unprotected.	Auto.
28228	27467-133	Sept. 18	11-10k.	C.N.R.	Langham Subd., Sask., Mile 118-7	Unprotected.	2	Unprotected.	Auto.
28321	27467-134	Oct. 13	18-39k.	C.N.R.	Superb, Sask., 1 mile East	Unprotected.	2	Unprotected.	Auto.
28274	26807-113	Oct. 21	16-30k.	C.P.R.	Saskatoon Term., Sask. Ave. "1"	Unprotected.	2	Unprotected.	Auto.
28394	6256-5	Nov. 13	19-25k.	C.N.R.	Yorkton Subd., Mile 19-6, Sask.	Unprotected.	1	Unprotected.	Auto.
63812	26807-114	Nov. 21	9-25k.	C.N.R.	Halbrite, Sask., crossing at	Unprotected.	1	Unprotected.	Horse drawn
28346	26807-114	Nov. 5	15-00k.	C.P.R.		Unprotected.	1	Unprotected.	Vehicle.

## STATEMENT No. 18.—Highway crossing accidents for the year ended December 31, 1935.—Concluded.

Inv. File	Board File	Date	Time	Railway	Place	Killed	Injured	Protection	Class of Accident
28344	18620	Nov. 9	8:33k.	C.P.R.	Moose Jaw Station, Sask. College Crossing.....	1	1	Unprotected.	Pedestrian.
27354	618-79	Jan. 7	3:00k.	C.P.R.	Red Deer, Alta., Victoria Ave. West of.....	1	2	Unprotected.	Auto.
27370	39178	Jan. 18	8:22p.	C.P.R.	High River, Alta., 2nd Ave. West of.....		1	Unprotected.	Auto.
27421	28786-22	Jan. 9	19:20k.	C.P.R.	Drumheller, Alta., 2nd Ave. West of.....		1	Unprotected.	Truck.
27557	28786-94	Jan.. 30	16:40k.	C.N.R.	Calder Yard, Alta., 57th St. and Main Line to.....		1	Unprotected.	Truck.
27626	28786-93	Mar. 26	17:55k.	C.N.R.	Drumheller Sd. Alta., Mile 22.13.....		1	Unprotected.	Horse-drawn Vehicle.
27957	27811-98	Aug. 15	13:20k.	C.P.R.	Menaik, Alta., 1 mile South.....		1	Unprotected.	Truck.
27981	27811-104	Aug. 28	10:15k.	C.P.R.	Chandona, Alta., 1 1/2 miles East of.....		1	Unprotected.	Truck.
28156	27811-88	Aug. 29	21:15k.	C.P.R.	Courts Yard, Alta., Fifth St. and.....		1	Unprotected.	Auto.
28190	28786-97	Oct. 12	14:40k.	C.N.R.	Red Deer, Alta., Fifth St. and.....		1	Unprotected.	Auto.
28208	28786-98	Sept. 28	19:45k.	C.N.R.	Lac Ste. Anne Subd., Alta., Mile 30.6.....		1	Unprotected.	Truck.
68750	27073-97	Nov. 11	10:55k.	C.N.R.	Edmonton Subd., 101st St. and.....	1		Unprotected.	Auto.
27457	Case 805	Jan. 16	11:30k.	C.N.R.	Cowichan Subd., B.C., Mile 2.25.....		2	Unprotected.	Truck.
27471	30213-5	Feb. 5	21:20k.	V.I.C.T.	Vancouver, B.C., Peden St. and.....	1		Unprotected.	Auto.
27708	27695	Mar. 26	13:55k.	C.N.R.	Cowichan Subd., B.C., Mile 8.....		1	Unprotected.	Auto.
27722	9437-1056	April 27	17:08k.	C.N.R.	Port Moody, B.C., Kyle St. and.....	1		Unprotected.	Auto.
27815	15725	May 6	8:50a.	C.N.R.	Port Moody, B.C., Kyle St. and.....		1	Unprotected.	Auto.
27821	27073-24	June 3	7:28k.	C.N.R.	Port Moody, B.C., Douglas Ave. and.....		1	Unprotected.	Auto.
28002	30051-18	June 2	22:12k.	C.P.R.	Coquitlam, B.C., Shoughnessy, St. and.....		2	Unprotected.	Auto.
28009	30051-17	July 13	20:15k.	B.C.E.	Marpole, B.C., 5th Ave. and Right-of-Way.....		2	Unprotected.	Truck.
28120	39598	July 13	7:13k.	B.C.E.	Marpole, B.C., 5th Ave. and Right-of-Way.....		1	Unprotected.	Truck.
28083	27073-37	Aug. 24	4:40k.	N.A.R.	Dawson Creek, B.C., 3 miles East.....		2	Unprotected.	Auto.
28089	30051-16	Aug. 24	2:55k.	C.P.R.	Penticton, B.C., Calgary Ave. and.....		2	Unprotected.	Auto.
27923	27073-98	Aug. 27	17:08k.	R.C.P.	Hornepipe Station, B.C., 2nd crossing North.....		2	Unprotected.	Truck.
28088	30051-15	Aug. 28	12:42k.	C.P.R.	Parksville Station, B.C., 2nd crossing North.....		2	Unprotected.	Truck.
28091	30051-19	Aug. 28	18:30k.	B.C.E.	Vancouver, B.C., Broadway St. and.....		2	Unprotected.	Truck.
28226	16388-75	Oct. 2	22:55k.	C.P.R.	Kelowna, B.C., Carleton Road crossing.....	1		Unprotected.	Truck.
28380	30051-20	Oct. 22	8:35a.	C.P.R.	Kelowna, B.C., Ellis St. and.....		2	Unprotected.	Bicycle.
28397	27073-106	Nov. 1	1:50k.	B.C.E.	Vernon, B.C., 1st Avenue.....		2	Unprotected.	Auto.
28309	20381-6	Nov. 12	10:30k.	C.P.R.	Huntinton, B.C., Near B.C. Vye Road.....		1	Unprotected.	Auto.
28378	30051-18	Oct. 29	17:55k.	C.P.R.	Vancouver, B.C., Salisbury Drive.....		1	Unprotected.	Truck.
28368		Nov. 29	18:00k.	B.C.E.	Vancouver, Marpole, B.C., Hudson Ave. and.....		1	Unprotected.	Auto.
Total Accidents.....						114	304		

Total Accidents..... 242.



## STATEMENT No. 19.—Contributing factors involved in certain classes of crossing accidents for five year period. (Autos only.)

1931		1931	
70	Autos running into side of train.	3	Autos skidded through gates in lowered position, struck by train.
1	Auto running into railway speeder.	1	Auto skidded, struck pedestrian, throwing him in front of train.
14	Auto trucks running into side of train.	1	Auto driver's attention fixed on cattle in field, struck by train.
2	Motorcycles running into side of train.	1	Auto driver's attention fixed on train on siding; struck by other train.
2	Autos running into track motor.	1	Auto driver's view obscured by man on running board; struck by train.
1	Track motor failed to stop for crossing, struck auto truck.	1	Railway hand-car not under proper control for crossing.
5	Auto drivers attempting to beat train over the crossing.	1	Operator of railway hand-car failed to take necessary precaution; struck auto.
1	Auto truck driver attempting to beat train over the crossing.	1	Auto struck by railway push-car.
11	Excessive speed of autos, resulting in not being able to stop at crossing.	22	Auto drivers failed to stop for crossing, as required by law.
1	Excessive speed of auto truck.	9	Truck drivers failed to stop for crossing, as required by law.
3	Autos with defective brakes.	1	Auto truck driver left truck foul of track struck by train.
3	Autos stalling on crossing in front of train.	1	Auto ran through closed gates, stopping foul of track; struck by train.
3	Auto trucks stalling on crossing in front of train.		
3	Auto drivers disregarding warning signals.		
1	Auto-bus driver disregarding warning signals.		
2	Auto drivers under the influence of liquor.		
1	Auto truck driver under the influence of liquor.		
1	Gas-car skidded when brakes applied, struck auto.		
1932		1932	
48	Autos running into side of train.	1	Auto truck with defective brakes.
2	Autos running into electric car.	8	Autos stalling on crossing in front of train.
1	Auto running into end of railway hand-car.	1	Auto stalling foul of track, struck by train.
1	Auto running into railway track motor.	1	Snowmobile stalling on crossing, struck by train.
1	Auto running through lowered gates, into side of box-car.	1	Auto driver disregarded flagman's signal.
1	Auto running through lowered gates, into path of train.	1	Auto driver failed to heed wig-wag signal.
1	Auto skidded into pilot of engine.	1	Auto driver failed to heed warning signal.
1	Auto collided with railway track motor.	1	Auto driver inattentive approaching crossing
1	Auto skidded on to track in front of train.	2	Auto drivers attempting to beat train over crossing.
9	Auto trucks running into side of train.	2	Auto truck drivers attempting to beat train over crossing.
1	Auto truck ran into box-car.	1	Auto driver's attention fixed on employees leaving cotton mill; struck by train.
1	Auto truck crashing through lowered gates, running into side of train.	1	Auto driver's attention centred on auto ahead struck by train.
16	Auto drivers failing to stop for crossing, as required by law.	1	Bus driver failed to comply with Bus Company's regulations to stop for crossing.
5	Auto truck drivers failing to stop for crossing, as required by law.	1	Section foreman failed to have railway motor car under control.
7	Excessive speed of auto.	1	Section foreman failed to give proper attention to conditions on highway.
1	Excessive speed of auto truck.		
1	Auto with defective brakes.		



STATEMENT No. 19.—Contributing factors involved in certain classes of crossing accidents for five year period. (Autos only).—*Continued.*

1933		1933	
37	Autos running into side of train.	1	Auto driver claiming he did not know bell and wig-wag were working.
26	Auto drivers failed to see or hear approaching train.	1	Auto driver mi-taking brakeman's signal to engineer.
21	Auto drivers failed to stop for crossing, as required by law.	1	Auto driver failed to see cars stopped on crossing.
1	Auto driver failed to see train, due to cars on siding.	1	Auto driver smashing through lowered gates, in path of train.
1	Auto ran into freight car being pushed over crossing.	1	Auto driver failed to observe railway track motor.
6	Auto drivers not taking necessary precautions, struck by train.	1	Motorcyclist failed to have machine under control.
1	Auto driver failed to observe railway stop signal.	1	Auto with defective brakes.
1	Auto driver attempted to cross track ahead of train.	1	Operator of railway track motor failed to exercise precautions.
6	Auto drivers failed to look out for train.	1	Auto driver failed to hear signals; poor visibility due to storm.
1	Auto stopped foul of track, struck by train.	1	Man jumped from auto, ran over by train.
1	Auto driver under influence of liquor; struck by train.	6	Auto trucks running into side of train.
1	Auto driver failing to take precaution; struck by train.	1	Auto truck, foggy weather, poor lines of vision.
1	Auto running into front end of train.	10	Auto truck drivers failed to stop for crossing, as required by law.
1	Auto driver not having car under control.	1	Auto truck driver unable to stop, due to slippery pavement.
1	Auto skidded on to track, due to slippery pavement; struck by train.	1	Auto truck skidded on to track, owing to icy roadway.
1	Auto driver failed to see train due to snow on windshield.	1	Auto truck driver failed to obey wig-wag signal.
2	Excessive speed of autos.	1	Auto truck driver failed to hear train, due to noise of truck.
1	Auto driver ran through lowered gates into side of train.	4	Auto truck drivers failed to see or hear train.
1	Auto driver's attention fixed on car ahead; struck by train.	4	Auto drivers attempted to beat train over crossing.
1	Auto driver failed to see or hear train.	6	Truck drivers failed to see train.
1	Auto stalling on crossing, struck by train.	1	Auto truck with defective brakes.
1	Auto drove past watchman on to track, in path of train.	4	Auto truck drivers failed to take precaution approaching track; struck by train.
1	Railway track motor failed to stop for crossing; struck auto.	1	Auto truck driver failed to heed warning of section foreman.
1	Auto running through lowered gates, struck by car being pushed into siding.	1	Auto truck driver failed to stop clear of crossing; struck by train.
3	Auto drivers attempting to beat train over crossing.		
1	Auto driver disregarded watchman.		
1934		1934	
42	Autos running in to side of train.	1	Auto ran into rear of engine.
10	Auto trucks running into side of train.	1	Auto unable to stop, due to icy road; struck by train.
1	Auto-bus ran into side of train.	1	Auto driver's view obstructed by cars on track; struck by train.
11	Auto drivers failed to stop for crossing, as required by law.	1	Carelessness of auto truck driver.
7	Auto truck drivers failed to stop for crossing, as required by law.	1	Auto truck, engine moved back on signal intended for truck.
38	Auto drivers failed to see or hear train.	1	Auto; failure of railway track motor operator to apply brake.
16	Auto truck drivers failed to see or hear train.	1	Auto; railway track motor unable to stop, due to slippery rail.
9	Auto drivers failed to see brakeman's signals.	1	Auto; railway track motor failed to stop for crossing.
7	Auto drivers attempting to beat train over crossing.	1	Auto; towerman raising gates before auto reached crossing.
2	Auto truck drivers attempting to beat train over crossing.	1	Auto driver under influence of liquor; struck by train.
5	Autos stalled on crossing; struck by train.	1	Auto truck; railway gates lowered too late.
5	Auto drivers failed to note crossing signal and bell ringing.	1	Truck driver drove on to crossing in front of train.
2	Auto skidded on to crossing in front of train.	1	Auto truck struck by flat-car; brake let off by boy; car ran away.
2	Auto drivers failed to take precautions.	1	Auto ran into side of railway track motor.
1	Auto struck by train, crossing not properly flagged.		
1	Auto drove through gates in lowered position, struck by train.		

STATEMENT No. 19.—Contributing factors involved in certain classes of crossing accidents for five year period. (Autos only).—*Concluded.*

1935		1935	
18	Auto drivers failing to stop for crossing, as required by law.	1	Auto driver passed over tracks, stopped, slid back into path of train.
1	Auto driver failed to look for train, although warned, and ran into path of train.	13	Truck drivers failing to stop for crossing, as required by law.
49	Auto drivers ran into side of train.	22	Truck drivers failed to see or hear train.
44	Auto drivers failed to see or hear train, and ran into path of train.	12	Auto truck drivers ran into side of train.
6	Autos stalled on crossing; struck by train.	1	Auto truck ran through gates in lowered position; struck by train.
9	Auto drivers failed to heed bell and wig-wag signal.	3	Excessive speed of auto trucks.
2	Auto drivers failed to obey flagman's signal to stop.	2	Auto trucks with defective brakes.
1	Auto skidded on to track in path of train.	1	Auto truck driver's foot caught between brake and clutch, unable to stop.
1	Auto ran through gates in protection position.	1	Auto truck; man jumped off truck, ran into path of train.
1	Auto driver failed to see flashlight signal; struck by train.	1	Auto driver lost bearings in snowstorm; struck by train.
9	Auto drivers attempting to beat train over crossing.	2	Excessive speed of autos.
1	Auto driver lost control of auto, ran on to crossing in front of train.	1	Defective brakes on auto.
		1	Auto driver mistook track motor for auto.
		1	Auto driver failed to observe stop sign.
		1	Motorcycle ran into side of train.

STATEMENT No. 20.—Contributing factors involved in certain classes of crossing accidents for five year period. (Not including autos.)

1931	HORSE-DRAWN VEHICLES	1931	PEDESTRIANS
1	Horse getting beyond control, struck by train.	3	Pedestrians passed under gates in lowered position; struck by train.
1	Cover of sleigh obscured driver's view of train.	1	Pedestrian under influence of liquor, struck by train.
1	Driver deaf.	1	Pedestrian disregarded gateman's warning.
		1	Bicyclist ran into side of train.

1932		1932	
1	Driver attempting to beat train over crossing.	3	Pedestrians passed under gates in lowered position; struck by train.

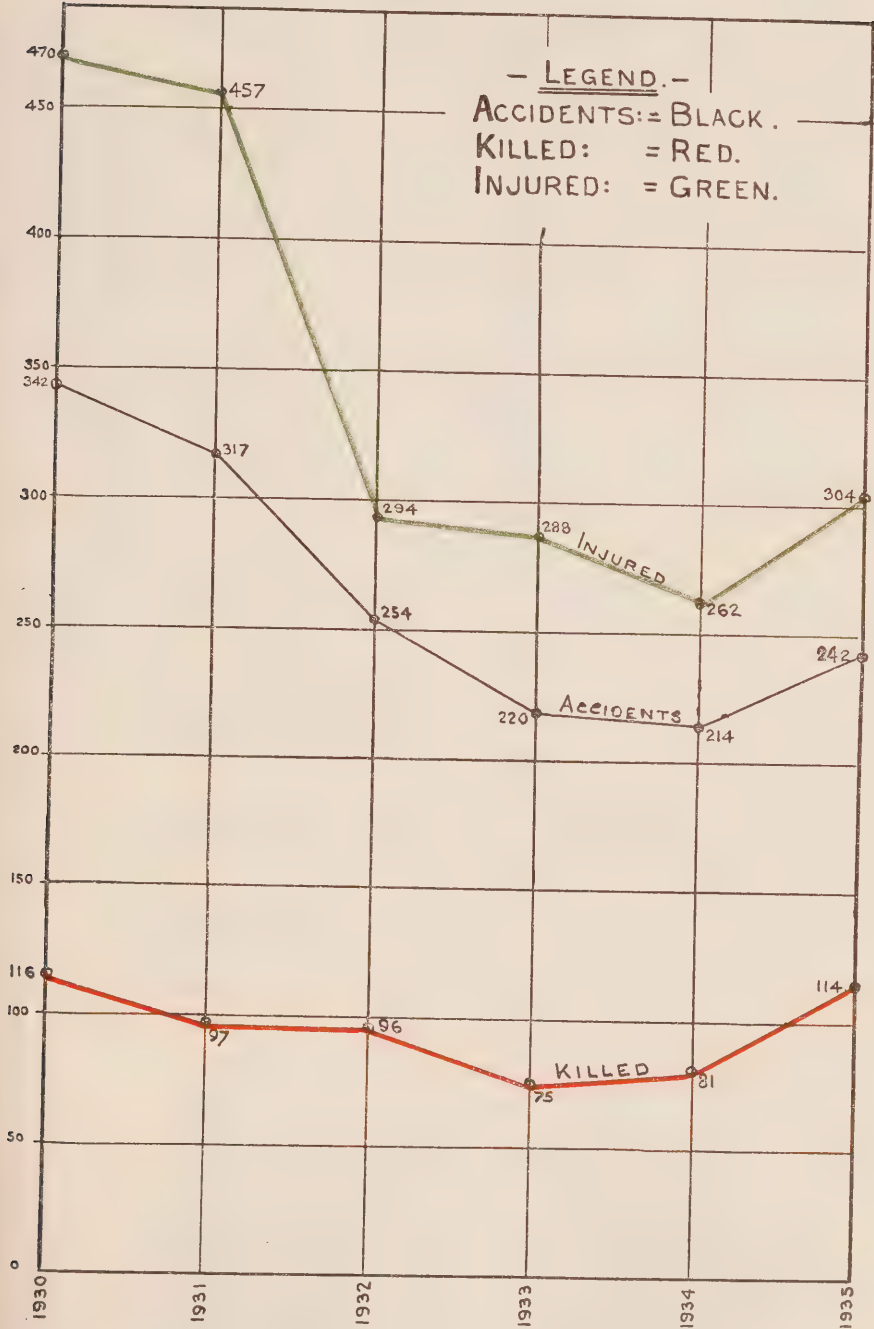
1933		1933	
3	Drivers attempting to beat train over crossing.	5	Pedestrians failed to see or hear train; struck by same.
1	Driver attempted to clear crossing ahead of train: struck by train.	1	Pedestrian found near track, under influence of liquor.
4	Drivers failed to see or hear train.	1	Pedestrian ran in front of train to pick up key ring.
3	Drivers failed to have horses under control.	1	Pedestrian crawled under gates in protection position.
1	Vehicle stalled on crossing, struck by train.	1	Pedestrian crossing in front of train slipped and fell.
		1	Man went to sleep lying on track; struck by train.
		1	Pedestrian committed suicide.

STATEMENT No. 20—Contributing factors involved in certain classes of crossing accidents for five year period. (Not including autos).—*Concluded.*

1934	HORSE-DRAWN VEHICLES	1934	PEDESTRIANS
1	Vehicle ran into side of train.	4	Pedestrians failed to see or hear train; struck by train.
5	Drivers failed to see or hear train; struck by train.	2	Pedestrians crawled under gates in protection condition.
1	Driver lost control of horses.	2	Pedestrians deaf, failed to look out for train.
1	Driver fell asleep; struck by train.	1	Pedestrian passed between cars, moving over crossing.
		1	Pedestrian misjudged track on which train was moving; struck by train.
		1	Bicyclist attempted to beat train over crossing; struck by train.
		1	Pedestrian failed to heed watchman's signal; struck by train.
		1	Child walked onto crossing; struck by train.
		1	Pedestrian walked around gates in protection position, stopped foul of track; struck by train.
		1	Pedestrian walked into side of train.
		2	Pedestrians tried to board train at crossing.
		1	Boy fell off truck, struck by train.
		1	Pedestrian lying on crossing, struck by train.

1935		1935	
2	Drivers failed to see or hear train and drove into path of train.	1	Pedestrian failed to wait for train to clear crossing.
1	Driver's hearing defective; struck by train.	4	Pedestrians passed under gates in protection position.
		2	Suicides. Threw themselves under train.
		1	Pedestrian deaf and walked in front of train.
		1	Pedestrian jumped off auto at crossing; struck by train.
		2	Pedestrians walked into side of train.
		1	Pedestrian walked into path of train and struck.
		4	Pedestrians failed to see or hear train; struck by train.
		1	Bicyclist failed to observe warning signal; struck by train.
		1	Bicyclist; brakes defective; struck by train.

Summary of all accidents occurring at Highway Crossings at grade.







## REPORT OF THE COMMISSIONERS

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—	Cars inspected	Cars defective	Per cent defective	Grand total defects	Particulars of Defects					
					Couplers and parts	Per cent defective	Uncoupling mechanism	Per cent defective	Handholds	Per cent defective
Canadian National.....	38,570	2,529	6.55	2,929	76	2.59	228	7.78	101	3.45
Canadian Pacific.....	22,629	1,019	4.50	1,152	8	0.69	80	6.94	47	4.08
Sydney and Louisburg.....	50	11	22.00	19			1	5.26		
Toronto, Hamilton and Buffalo.....	320	9	2.81	11	1	9.09	1	9.09	2	18.18
Northern Alberta.....	95	5	5.26	5						
Esquimalt and Nanaimo.....	150	16	10.66	20			5	25.00	7	35.00
Algoma Central and Hudson Bay.....	35									
Michigan Central.....	935	2	0.21	2						
British Columbia Electric.....	370	14	3.78	14			3	21.43	1	7.14
Pere Marquette.....	165	5	3.03	5						
Great Northern.....	330									
Dominion Atlantic.....	10	5	0.50	6						
Totals.....	63,659	3,615	5.67	4,163	85	2.04	318	7.63	158	3.79

	Air brakes	Per cent defective	Ladders	Per cent defective	Still Steps	Per cent defective	Height of couplers	Per cent defective	Miscellaneous	Per cent defective
Canadian National.....	1,642	56.06	67	2.29	127	4.33	439	14.99	249	8.50
Canadian Pacific.....	534	46.35	24	2.08	62	5.38	299	25.95	98	8.51
Sydney and Louisburg.....	17	84.21			1	5.26				
Toronto, Hamilton and Buffalo.....	6	54.54					1	9.09		
Northern Alberta.....	3	60.00					2	40.00		
Esquimalt and Nanaimo.....	1	5.00			4	20.00			3	15.00
Algoma Central and Hudson Bay.....										
Michigan Central.....	2	100.00								
British Columbia Electric.....	6	42.86			1	7.14	3	21.43		
Pere Marquette.....	5	100.00								
Great Northern.....										
Dominion Atlantic.....	3	50.00	1	16.66	1	16.66	1	16.66		
Totals.....	2,219	53.30	92	2.21	196	4.70	745	17.89	350	8.40

STATEMENT No. 22.—Defective safety appliances on freight cars reported by the Board's Inspectors for year ended  
December 31, 1935

COUPLERS AND PARTS		HEIGHT OF COUPLERS		LADDERS	
Coupler body broken.....	22	Coupler too low.....	14	Ladder round broken.....	9
Coupler body worn.....	12	Carrier iron loose.....	731	Ladder round bent.....	46
Knuckle broken.....	5	Total.....	745	Ladder round loose.....	7
Knuckle worn.....	2	AIR BRAKES		Ladder missing.....	6
Knuckle pin broken.....	16	Triple valve defective.....		Ladder loose.....	18
Knuckle pin bent.....	1	Reservoir defective.....		Ladder incorrectly applied.....	6
Knuckle pin missing.....	1	Cylinder loose.....		Total.....	92
Lock block broken.....	17	Cylinder and triple valve not cleaned within twelve months.....		SILL STEPS	
Lock block wrong.....	1	(Cylinder and triple valve not stencilled with date of cleaning.....		Sill step broken.....	7
Lock block bent.....	1	Cut-out cock defective.....		Sill step bent.....	171
Lock block inoperative.....	1	Release cock missing.....		Sill step loose.....	16
Lock block missing.....	4	Release rod broken.....		Sill step incorrectly applied.....	1
Lock block key missing.....	1	Release rod missing.....		Sill step missing.....	1
Lock block trigger missing.....	1	Angle cock defective.....		Total.....	196
Total.....	85	Train pipe broken.....		MISCELLANEOUS TOTAL.....	
UNCOUPLING MECHANISM		Train pipe loose.....		GRAND TOTAL.....	
Uncoupling lever broken.....	7	Train pipe bracket missing.....			
Uncoupling lever bent.....	53	Cross-over pipe defective.....			
Uncoupling lever wrong.....	63	Hose defective.....			
Uncoupling lever incorrectly applied.....	16	Hose missing.....			
Uncoupling lever missing.....	3	Retaining valve defective.....			
Uncoupling chain broken.....	106	Retaining valve missing.....			
Uncoupling chain too short.....	2	Retaining pipe defective.....			
Uncoupling chain kinked.....	9	Retaining pipe missing.....			
Uncoupling chain missing.....	39	Brake rigging defective.....			
End casting broken.....	3	Brake cut out.....			
End casting wrong.....	10	Total.....			
End casting loose.....	1				
End casting incorrectly applied.....	1				
End casting missing.....	1				
Keeper bent.....	1				
Keeper loose.....	1				
Keeper missing.....	2				
Total.....	318				
HANDHOLDS					
Handhold broken.....	10				
Handhold bent.....	112				
Handhold loose.....	28				
Handhold incorrectly applied.....	2				
Handhold missing.....	6				

## STATEMENT No. 23-A.—Defects on freight cars shown for five years, ended December 31, 1935

	1931	1932	1933	1934	1935	Total
Couplers and parts.....	23	42	46	51	85	247
Uncoupling mechanism.....	300	314	269	416	318	1,617
Handholds.....	185	214	129	177	158	863
Air brakes.....	1,149	1,588	1,575	2,072	2,219	8,603
Ladders.....	54	83	70	63	92	362
Sill steps.....	208	203	147	176	196	930
Height of couplers.....	788	632	604	720	745	3,489
Miscellaneous.....	426	387	380	488	350	2,031
	3,133	3,463	3,220	4,163	4,163	18,142

## STATEMENT No. 23-B.—Statement of cars inspected and defective, shown separately for five years, ended December 31, 1935

	1931	1932	1933	1934	1935	Total
Cars inspected.....	49,757	74,216	64,506	71,372	63,659	323,510
Cars defective.....	2,777	3,127	2,859	3,688	3,615	16,066
Percentage defective.....	5.58	4.21	4.43	5.17	5.67	4.96





## REPORT OF THE COMMISSIONERS

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year ended December 31, 1935—Concluded

Classification Number	—	Donation	N.Y.C.	C.C. & R.	Q.C.R.	E. & N.	Wab.	D.A.R.	A.C. & H.B.	M.C.R.	S. & L.	P.M.R.	M.C.R. & P.	Total Defects
1.	Air compressors.....													2
5.	Blow-off cocks.....													4
7.	Boiler shell.....													1
8.	Brake equipment.....													6
9.	Cabs or cab windows.....													2
11.	Cab cards.....													2
12.	Coupling or uncoupling devices.....									1				2
13.	Cross-heads, guides, pistons, or piston rods.....											2		45
17.	Domes, or dome caps.....													1
19.	Draw gear.....											1		1
20.	Driving boxes, shoes, wedges, pedestals, braces.....													2
23.	Frames, tail pieces, or braces, locomotive.....													1
29.	Handholds.....						1							3
31.	Injectors and connections.....													24
32.	Inspection or test not made as required.....											2		3
33.	Lateral motion.....													1
40.	Pilot or pilot beams.....													19
41.	Plugs or studs.....													12
43.	Rods, main or side crank, pins or collars.....									1				3
46.	Springs, or spring rigging.....													1
48.	Staybolts.....													8
50.	Steam pipes.....													1
52.	Steps.....													1
53.	Tanks or tank valves.....													19
54.	Tell-tale holes.....											1		3
56.	Trucks, engine or trailing.....													3
57.	Trucks, tender.....													3
59.	Washout plugs.....													9
61.	Water glass fittings or shield.....											3		5
62.	Wheels.....			2							4			9
63.	Miscellaneous signal appliances, badge plates, brakes, (hand).....													15
7.	Fire protective appliances.....		1								1			5
	Totals.....		1	2			1			2	29	10		39
	Locomotives inspected.....	1	9	7	17	94	38	26	36	40	87	25	3	6,265
	Locomotives defective.....		1	1			1			2	28	8		216
	Per cent inspected, found defective.....		11.00	14.28			2.63			5.00	32.18	32.00		3.44

## OPERATING DEPARTMENT

STATEMENT No. 25.—Summary of reports on fires in forest sections originating within 300 feet of track along railway lines under the jurisdiction of the Board, season of 1935

	Canadian Pacific (Eastern Lines) (a)	Canadian Pacific (Western Lines) (b)	Canadian National (Atlantic Region)	Canadian National (Central Region)	Canadian National (Western Region)	Algonia (Central and Hudson Bay)	Northern Alberta Railways	Great Northern Railway	Miscel- laneous Railways (c)	Totals
<i>Fires of Railway Origin—</i>										
<i>Number by causes—</i>										
Locomotive, Class A fires.....	6	14	13	6	2	.....	5	5	.....	51
Locomotive, Class B fires.....	7	14	4	10	8	.....	4	.....	.....	47
Locomotive, Class C fires.....	1	.....	.....	.....	.....	.....	1	.....	.....	8
Employees, Class A fires.....	4	3	6	3	2	.....	.....	.....	.....	14
Employees, Class B fires.....	.....	5	4	4	2	.....	.....	.....	.....	23
Employees, Class C fires.....	.....	2	.....	.....	2	.....	.....	.....	.....	5
Total, Class A fires.....	6	17	19	9	12	.....	5	5	.....	65
Total, Class B fires.....	11	19	10	14	12	.....	4	.....	.....	70
Total, Class C fires.....	1	1	3	4	3	.....	1	.....	.....	13
Total all Railway fires.....	18	37	32	27	19	.....	10	5	.....	148
<i>Areas burned (acres)—</i>										
Young forest growth.....	52	39	1,417	66	80	.....	.....	.....	.....	1,654
Merchantable timber.....	.....	2	515	2	2	.....	20	.....	.....	539
Slashings or old burn.....	.....	12	.....	155	49	.....	33	.....	.....	249
Other classes of land.....	8	14	18	196	33	.....	490	.....	.....	759
Total.....	60	67	1,950	417	164	.....	543	.....	.....	3,201
<i>Value of property destroyed—</i>										
Young forest growth.....	\$ 6	\$ 12	\$ 751	\$ 50	\$ 225	.....	\$ 113	\$ .....	\$ .....	\$ 1,157
Standing timber.....	.....	.....	1,325	4	.....	.....	75	.....	.....	1,400
Forest products.....	.....	.....	.....	.....	41	.....	.....	.....	.....	4
Other property.....	5	8	20	1,026	.....	.....	.....	.....	.....	1,100
Total.....	\$ 11	\$ 20	\$ 2,096	\$ 1,080	\$ 266	.....	\$ 188	\$ .....	\$ .....	\$ 3,661
<i>Known Causes other than Railway—</i>										
<i>Number by causes—</i>										
Campers and travellers, Class A fires.....	7	11	5	7	4	.....	1	2	2	40
Campers and travellers, Class B fires.....	11	5	1	15	5	.....	3	.....	.....	42
Campers and travellers, Class C fires.....	2	.....	.....	4	.....	.....	.....	.....	.....	6
Settlers, Class A fires.....	.....	1	1	2	1	.....	.....	.....	1	4
Settlers, Class B fires.....	2	1	2	1	1	.....	.....	.....	.....	7
Settlers, Class C fires.....	.....	3	1	1	2	.....	.....	.....	.....	2

[illegible]

(a) Includes Dominion Atlantic Railway.

(b) Includes Esquimalt and Nanaimo Railway.

(c) Includes following lines: Maritime Coal, Railway and Power Company; Nipissing Central and Sydney and Louisburg, Railway and Power Company.

Class A fires are those which cover an area less than one-fourth acre, regardless of amount of damage.

Class C fires are those which cover an area over ten acres.



STATEMENT No. 26.—Summary of fires of railway origin in forest sections, classified by causes, season of 1935.

Cause of Fire	Number of Fires				Forest Land Burned			Non-forest land burned		Damage to Forest Products	Damage to Other Property	Grand totals		Per cent
	Class		Total	Per cent	Acres	Per cent	Damage	Acres	Per cent					
	A	B												
Locomotive	51	47	8	106	71.62	2,122	96.76	2,437.50	95.33	4.00	25.00	94.81	2,466.50	67.37
Employee	14	23	5	42	28.38	71	3.24	119.50	4.67	1,075.00	106	5.19	1,194.50	32.63
Totals...	65	70	13	148	100.00	2,193	100.00	2,557.00	100.00	4.00	1,100.00	100.00	3,661.00	100.00

Class A fires are those which cover an area less than one-fourth acre, regardless of amount of damage.


Class B fires are those which cover an area of one-fourth acre to ten acres.

Class C fires are those which cover an area over ten acres.

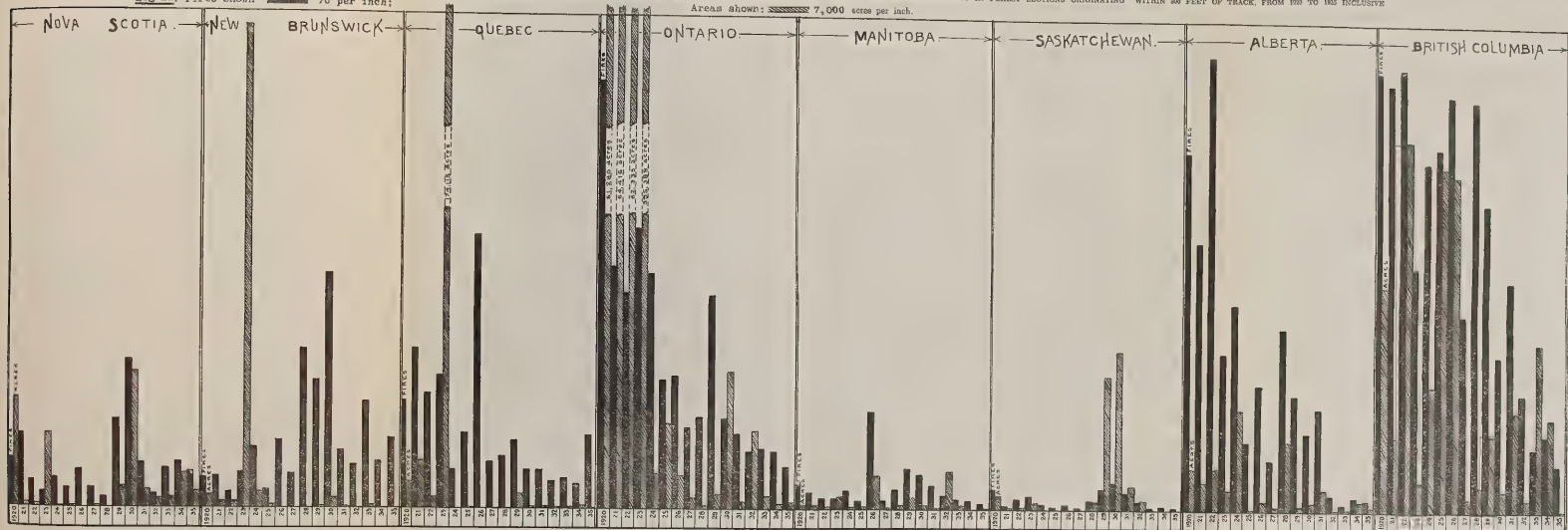
STATEMENT No. 27.—Summary of reports of fires in forest sections originating within 300 feet of track along railway lines under the jurisdiction of the Board, season of 1935; showing by provinces the number of fires, areas burned and value of property destroyed by classified causes.

Province	Fires of Railway Origin				Known causes other than Railway				Fires of Unknown Origin			
	No		Value		No		Value		No		Value	
	Per cent	Acres	Per cent	Per cent	Per cent	Acres	Per cent	Per cent	Per cent	Acres	Per cent	Per cent
Nova Scotia	11	7.43	1,909	59.64	1.972	53.86	9	7.69	132	9.08	313	27.55
New Brunswick	21	14.19	35	1.09	106	2.90	3	2.56	2	0.14	100	8.80
Quebec	37	25.00	438	14.62	20	0.55	19	16.24	539	37.10	37	3.25
Ontario	6	4.06	100	3.13	225	29.75	50	43.74	758	52.17	581	51.15
Manitoba	2	1.35	543	16.96	188	5.13	2	1.71	5	0.34	1	0.18
Saskatchewan	11	7.43	123	3.84	61	1.66	31	26.50	10	0.69	105	9.24
Alberta	48	32.43							5	0.35	3	0.26
British Columbia									2	0.18	13	2.31
Yukon Territory									5	10.87		
Totals	148	100.00	3,201	100.00	3,661	100.00	117	100.00	1,453	100.00	1,136	100.00
									46	100.00	20	100

No. 25—GRAPHIC CHART SHOWING BY PROVINCES NUMBER OF FIRES AND AREAS BURNED FROM RAILWAY AND UNKNOWN CAUSES IN FOREST SECTIONS ORIGINATING WITHIN 200 FEET OF TRACK, FROM 1920 TO 1935 INCLUSIVE

Legend: Fires shown:  70 per inch;

Areas shown:  7,000 acres per inch.





## APPENDIX "D"

## RECORDS BRANCH

STATEMENT showing the applications made to the Board under the various sections of the Railway Act, for the year ended December 31, 1935.

Sections of the Railway Act	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Rescinding of orders, Sec. 34.....													
Extension of time, Sec. 41.....	2	4	2	1		1	3	2	1	2	3		21
Traffic agreements, Sec. 154.....								1		1		9	11
Location of line, Secs. 167-177.....		1							1			1	2
By, as constructed, Sec. 175.....													1
Deviation of line, Sec. 178.....					2					1			1
Mines and minerals, Secs. 194-198.....	21					2	2	2	3	2	1		35
Stations, Sec. 188.....													1
Station accommodation, station agents.....	1	2	2	4		3	6	6		3	7	1	1
Expropriation of lands, Secs. 189-192.....	2	5	8	5	2	2	4	4	4	2	2	3	40
Appeals to Supreme Court and Governor in Council.....								1					43
Internal economy of the Board.....				1									1
Branch lines, Secs. 180-187.....		1	1	2	1	2	1	1				3	4
Removing Industrial Spurs, Secs. 187 and 398.....		1	5	2	4	6	4	7		1		1	11
Farm crossings, Secs. 272-273.....	1											2	33
Canals, Ditches, etc., Secs. 268-271.....			2	2	3	1	1	1		2	1		1
Culverts, Sec. 269.....					2		1		1				14
Cattle guards, Sec. 274.....			1	1			1		1			1	5
Water pipes, Sec. 269.....						1					18		6
Gas pipes.....										1			20
Railway crossings and junctions, Secs. 252-254.....								1		1			4
Interlocking appliances, Sec. 252.....					3				1				4
Highway crossings, Sec. 255-267.....	12	8				1	4						2
Highway diversions, Sec. 256.....			7	11	9	14	20	26	26	36	2		9
Protection at crossings, Secs. 257-267.....	1	1			2		4	2	1	34	5	17	191
Accident reports, Secs. 285-286.....	5	8	5	10	3	14	12	56	82	76	11	3	49
Telegraph wire crossings, Sec. 372.....	45	37	36	40	39	28	35	53	93	80	38	50	298
Telephone wire crossings, Sec. 372.....													574
Power wire crossings, Sec. 372.....													1
Telephone connections in stations, Sec. 371.....				12	3		1				1		1
Telephone agreements, Sec. 375.....											2		18
Fencings of right of way, Sec. 374.....	2	2	1	6	3	1	5	4	1	1	3	14	1
Bridges, Secs. 249-251.....	3	3	2	2	3	3	3	1	4		1	2	43
Tunnels, subways, Secs. 249-251.....	1		2	1	5	7		8	10	7	4	2	24
											3		44
										11	3		56



STATEMENT showing the applications made to the Board under the various sections of the Railway Act, for the year ended December 31, 1935.—*Concluded.*

Sections of the Railway Act	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Tolls and traffic on bridges and tunnels, Sec. 359....						2					1		3
Condition of round houses.....									1				1
Opening of railways, Secs. 276-277.....		1							1				3
Condition of railway, Sec. 283.....				1	2								3
Rolling stock, Secs. 298-301.....				2	2		2		1		1	1	3
Train service.....	2					2	2				3	16	32
Running of trains, Secs. 302-304.....						1			2				5
Accommodation for traffic, Sec. 312.....		1		4	6	2	1	2	1	1	2		23
Provision for carriage, Secs. 344-348.....	1	3	5	1	2	2	2	2	2	1	5		16
Clearances.....			1		1	1							4
Dangerous commodities, Secs. 349-350.....													1
By-laws re tolls, Sec. 323.....	1												1
Equality in tolls, Secs. 314-321.....			3	2	2	1	7	2	1	2	2		27
Adjustment in rates.....	4	1	2	1	5						1		11
Freight classification, Sec. 322.....			1	1						3			4
Rating of tariffs.....													1
Bills of lading, Sec. 348.....		1					1						1
Reduced rates and free transportation, Secs. 345-346.....	1						1	1					4
Disallowance of tariffs, Sec. 325.....	1	1		2	1		1						11
Standard passenger tariffs, Sec. 334.....													1
Special freight tariffs, Sec. 331.....	3	1	1			1	2	1	1		1	2	12
Special passenger tariffs, Sec. 335.....							1						1
Express tolls, Secs. 360-366.....		3	1	1									8
Carriage by express, Sec. 364.....	1	3	4	5	17	8	18	19	12	10	9		112
Discontinuation, telephone tolls, Sec. 375.....					2	1	1						6
Telephone tolls, Sec. 375.....		2			2						1		7
Statistics and returns, Secs. 379-384.....													1
Claims and refunds.....		2			1				4				7
Enquiries.....	8	3	2	3	3	2		1	2		1	2	27
Requests.....		2		1	4								8
Complaints.....	12	6	5	13	16	9	19	10	5	13	5		122
Miscellaneous.....	2	3	6	3	3		1	3	1	1	2		23
Stations, freight sheds, etc., destroyed by fire.....		1	1	3	2	1	2						13
Railway Grade Crossing Fund, Sec. 262.....				1	1	2	8	4	2	3			32
Obstruction to traffic, Sec. 311.....								1					1
Totals.....	132	112	109	147	164	126	183	231	286	306	140	178	2,114

# APPENDIX "E"

## RECORDS BRANCH

List of cases appealed to the Supreme Court of Canada, from February 1, 1904 to December 31, 1935

File No.	Subject	Decision
643	Montreal Terminal Ry. Co. vs. Montreal Street Ry. Co., Pius IX Ave., upon question of jurisdiction.	Allowed.
1455	James Bay Ry. Co. vs. G.T.R. Co. undercrossing at point near Beaverton, Ont., Lot 13, Con. 7, Twp. of Thorah.	Dismissed.
1492	James Bay Ry. Co. vs. G.T.R. Co. crossing Belt Line Spur. Question of Law.	Dismissed.
383	Ottawa Electric Ry. Co. and City of Ottawa, Ont. vs. Canada Atlantic Ry. Co. re Bank Street Subway, Ottawa. Question of Law.	Dismissed.
1621	Toronto Ry. Co. against Order 7813, July 3, 1909, re high level bridge over Don Improvement and tracks of G.T.R. Co. and C.P.R. Co., Toronto, Ont. Question of Jurisdiction.	Dismissed.
589	Re Toronto Union Station, A. R. Williams, expropriation. Question of Jurisdiction.	Dismissed.
C. 1680	Essex Terminal Ry. Co. and W. E. & L.S.R. Ry. Co. crossing in Twp. of Sandwich, Ont. Question of Law.	Dismissed.
C. 1309	Robinson vs. G.T.R. Co. Two-cent Rate. Question of Law.	Dismissed.
689	C.P.R. Co. vs. G.T.R. Co. re branch line at London, Ont. Question of Jurisdiction.	Dismissed.
1497	T. D. Robinson vs. C.N.R. Co. Spur at Winnipeg, Man. Question of Jurisdiction.	Dismissed.
9527	Montreal Street Ry. re rates, Mount Royal Ward. Question of Jurisdiction.	Allowed.
C. 1419	Ontario Department of Agriculture vs. G.T.R. Co. re station at Vineland, Ont. Question of Jurisdiction.	Dismissed.
C. 3322	Re Toronto Viaduct Appeal of C.P.R. Co. Question of Law.	Dismissed.
C. 4897	Re fencing and cattleguards, Order 7473, Appeal of C.N.R. Co. Jurisdiction.	Allowed.
C. 4492	City of Toronto, Ont., vs. G.T.R. and C.P.R. Cos. re commutation rates. Question of Law.	Withdrawn.
C. 3378	City of Ottawa, Ont. and County of Carleton, Ont. re Richmond Road Viaduct. Jurisdiction.	Dismissed.
C. 3545	G.T.R. Co. and C.N.O.R. Co. re spur in Carboro Twp., Ont. Jurisdiction.	Dismissed.
13079	G.T.R. Co. vs. British American Oil Co. re oil rates. Question of Law.	Dismissed.
C. 3269	G.T.P.R. Co. vs. City of Fort William, Ont. re location. Jurisdiction.	Dismissed.
1319	N. St. C. & T. Ry. Co. vs. Davy. Jurisdiction.	Allowed.
11965	Clover Bar Coal Co. and Wm. Humberstone vs. G.T.P.R. Co. and the Clover Bar Sand & Gravel Co. Jurisdiction.	Dismissed.
15580	Regina Rates Case. Question of Law.	Dismissed.
12682	G.T.P.R. Co. vs. A. E. Purcell of Saskatoon, Sask. Jurisdiction.	Dismissed.
17963	C.P.R. Co. vs. British American Oil Companies. Jurisdiction.	Dismissed.
C. 3269	G.T.R. and C.P.R. Cos. vs. Canadian Oil Companies. Jurisdiction.	Dismissed.
15530-1	B.C. Elec. Ry. Co., V.V. & E. Ry. Co. vs. City of Vancouver, B.C. Jurisdiction.	Dismissed.
20062	N. B. Chambers and W. E. C. Phair vs. C.P.R. Co. Jurisdiction.	Allowed.
27095	C.N.R. Co. vs. Wm. A. Taylor. Jurisdiction.	Dismissed.
1487	G.T.R. Co. vs. City of Edmonton, Alta. Question of Law.	Dismissed.
18578	Montreal Tramways and M.P. & I. Ry. Co. vs. Lachine, Jacques Cartier & Maisonneuve Ry. Co. Jurisdiction.	Allowed.
19435	City of Hamilton, Ont., vs. T.H. & B. Ry. Co. Jurisdiction.	Allowed.
14329-9	G.T.R. Co. vs. Hepworth Silicon Pressed Brick Co. Question of Law.	Dismissed.
23009	Toronto Ry. Co. and City of Toronto, Ont. vs. C.P.R. Co. Question of Law and Jurisdiction.	Dismissed.
21428	City of Edmonton, Alta. vs. E.D. & B.C. Ry. Co. Question of Law.	Dismissed.
12021-70	Ingersoll Tel. Co. and others vs. Bell Tel. Co. Question of Law.	Dismissed.
9437-153	G.T.R. Co. vs. Bourassa of Laprairie, Que. Question of Law and Jurisdiction.	Withdrawn.
C. 3935	G.N.W. Tel. Co. submit for opinion of Court, a question of Law involved in matter of General Order No. 162.	Abandoned.
16171	Gov't. of Manitoba and J. S. Ashdown Hardware Co. re 15% increase in freight rates. Jurisdiction.	Abandoned.
27524	C.P.R. Co. vs. Dept. of Public Works for Ontario re crossing in Twp. of Kirkpatrick. Question of Law.	Withdrawn.
13622	E. & N. Ry. Co. re right of City of Victoria, B.C. to have access over bridge at Victoria Harbour. Jurisdiction.	Abandoned.
27840	Munic. of Burnaby, B.C. vs. B.C. Elec. Ry. Co. re commutation rates. Jurisdiction.	Abandoned.
26981	City of Toronto vs. Toronto Terminal Ry. Co. re pressure pipes under Bay, Scott and Yonge Sts., Toronto, Ont. Question of Law.	Dismissed.
11118	Application of Mr. Wagenast for a stated case in re Brampton commutation rates. Question of Law.	Dismissed.
28439	Ottawa Elec. Ry. Co. re passenger rates. Jurisdiction.	Allowed.
28950	Board submits stated case for the opinion of the Court. Question of Jurisdiction in matter of B.C. Elec. Ry. Co.'s application for increased rates.	Abandoned.
C. 3378		
C. 2987		
21404-6		
13684-6		

LIST of cases appealed to the Supreme Court of Canada, from February 1, 1904  
to December 31, 1935.—*Concluded.*

File No.	Subject	Decision
28140	C.P.R. Co. re application of Dept. of Lands, Forests and Mines, Prov. of Ontario in matter of overhead crossing between lots 6 and 7, Con. 1, Eston Twp., Ont.....	Allowed.
30381	V.V. & E. Ry. & Nav. Co. vs. Vancouver Harbour Commissioners and the C.N. Rys. from Order No. 31647, dated Oct. 15, 1921. Jurisdiction.....	Dismissed.
31351-1	Luscar Collieries, Ltd. vs. N. S. McDonald and the C.N. Rys. Jurisdiction.....	Dismissed.
32812-1	Governments of Alberta, Saskatchewan and Manitoba from General Order 408 re Crows Nest Pass Rates.....	Allowed.
34285	C.N. Ry. Co. against Orders 39348, 39349 and 39542 re through rates via Saint John and Sainte Rosalie Gateways. Appeal allowed in respect of movements through Saint John and dismissed in respect of movements through Sainte Rosalie.....	Allowed. (partly)
24822	Toronto Transportation Commission from Board's Order 40120 re contribution towards cost of reconstructing bridge over C.N. Rys. tracks at Main St., Toronto, Ont.....	Dismissed.
4000-3	Montreal Tramways Co. against Board's Order 42501 as amended by Order 42773. Jurisdiction.....	Dismissed.
16645-73	C.N. Rys. from Order 41945 re opening for carriage of traffic, portion of its line from Mile 361-3 at Willingdon to Mile 428-7 at Strathcona, Alta. Law and Jurisdiction.....	Dismissed.
6713-213	B.C. Elec. Ry. Co. from Order 42803, dated June 1929. Jurisdiction.....	Dismissed.
34123-74	Govt. of Alberta from Order 45346, re tariffs on grain and flour to Fort William, Westport and Armstrong and to Vancouver. Question of Law.....	Dismissed.
9437-319-7	M.L.H. & P. Consolidated, B.T. Co., Montreal Tramways Co. and the Montreal Tramways Commission from Order 45410, re subway at D'Argenson St., Montreal. Question of Law.....	Dismissed.
9437-319-13	M.L.H. & P. Consolidated, B.T. Co., Montreal Tramways Co. and Montreal Tramways Commission from Order 45427 re Subway on Saint Antoine St., Montreal, Que. Question of Law.....	Dismissed.
9437-319-16	M.L.H. & P. Consolidated, City of Montreal and B.T. Co. against Order 46203, re application of C.N. Rys. to cross highways and road allowances in Montreal and other Municipalities, etc., with a proposed line between Longue Pointe and Eastern Junction, Que. Question of Law and Jurisdiction.....	Dismissed.
32453-11	B.T. Co. against Order 46083 re Saint Clair Ave. Subway, Toronto, Ont. (C.N. Rys.) Question of Law and Jurisdiction.....	Dismissed.
20161	B.T. Co. against Order 45813, dated 14th Nov., 1930, re grade separation in Hamilton, Ont. Question of Law and Jurisdiction.....	Dismissed.
C. 4704	Canadian Electrical Association and the Hydro Electric Power Commission of Ontario against General Order 490, amending rules for wires erected along and across railways. Question of Law and Jurisdiction.....	Dismissed.
27929-40	Pere Marquette Ry. Co. and the Lake Erie and Detroit River Ry. Co. from Order 48736 dated 16th June, 1932. Jurisdiction.....	Allowed.
37756	City of Toronto, Ont., against Order 47439, re Eglington Ave. Bridge, in the Village of Forest Hill, Ont. Jurisdiction.....	Allowed.
26782-21	Quebec Ry. L. & P. Co. from Order 48062 re Charlesbourg Road Subway, Quebec, Que. Law and Jurisdiction.....	Dismissed.
35594	City of Windsor, Ont. from Order 50037, re Bridge over C.N. Rys. on Sandwich Street, Walkerville, Ont. Jurisdiction.....	Dismissed.
38702	C.P.R. Co. vs. C.N. Rys. against Order 50139, in matter of an agreement dated Jan. 29, 1929. Question of Law.....	Dismissed.
38556	Elizabeth Berg and Penn Coals, Limited against Order 49760, in the matter of compensation in respect of coal mines and minerals in and under right of way of the Northern Alberta Rys. Co.....	Dismissed.
17716	City of Montreal, Que. against Order 50840, in matter of removal by C.P.R. Co. of certain structures and works erected by said company at certain streets in City of Montreal, along proposed branch line to be built through Prefontaine, Maisonneuve and Mercier Wards of said City and never completed. Question of Law.....	Dismissed.
588-59	City of Toronto, Ont. from Order 51820, dated Mar. 21, 1935, amended by Order 51846, dated April 6, 1935, re subway structures at Carlaw and Gerrard Streets, Toronto, Ont. Jurisdiction.....	Dismissed.

## SUMMARY

Dismissed.....	48
Allowed.....	13
Abandoned.....	5
Withdrawn.....	3
Total.....	69



## LIST OF APPEALS TO THE GOVERNOR-IN-COUNCIL

February 1, 1904 to December 31, 1935

File No.	Subject	Decision
389	Bay of Quinte Ry. Crossing C.P.R. at Tweed, Ont. ....	Allowed.
1455	James Bay Ry. Co. vs. G.T.R. Co. Crossing near Beaverton, Ont. ....	Dismissed.
1781	G.T.R. Co. vs. City of Chatham, Ont. Street crossings. ....	Dismissed.
12992	Maniwaki Branch, C.P.R. train service from Ottawa. ....	Referred back.
2030	Re Tariffs of certain Yukon Railways. ....	Dismissed.
17716	C.P.R.—Longue Pointe Spur through Town of Maisonneuve, Que. ....	Dismissed.
18787	South Hazelton Townsite vs. G.T.P.R. Co. ....	Referred back.
3452-30	J. Y. Rochester vs. C.T.P.R. Co. re Cameron Bay. ....	Dismissed.
12912	Park Ave. Subway, Saint Louis, Que. ....	Dismissed.
17040	Lambton to Weston Spur and C.P.R. Co. ....	Abandoned.
C. 3322	Toronto Viaduct Case. ....	Dismissed.
12021-70	City of Toronto re North Toronto Grade Separation. ....	Dismissed.
16177	C.P.R. Co. vs. Mountain Lumber Manufacturers' Assn. re lumber rates. ....	Withdrawn.
19024	Charles Miller of Toronto vs. G.T.P.R. Co. re station at Prince George, B.C. ....	Dismissed.
17716-10	C.P.R. Co. vs. Town of Maisonneuve, Que. Highway Crossings. ....	Dismissed.
22681-25	City of Montreal, Que. vs. C.N.R. Co. siding across Stadacona and Mariboro Streets, Montreal, Que. ....	Abandoned.
21418	City of Prince George, B.C. re location of G.T.P.R. Co. station between Oak and Ash Streets. ....	Dismissed.
21660	C.N.O.R. Co. vs. Twp. of Loughboro, Ont. ....	Dismissed.
26169	C.P.R. & C.N.R. Cos. re interswitching at Eastern Public Cattle Market, Montreal, Que. ....	Abandoned.
17040	C.P.R. Co. re Lambton to Weston Spur. (2nd Appeal). ....	Referred back.
27693	City of Hamilton, Ont. vs. G.T.R. Co. re passenger service on Northern and N.W. Bch. between Hamilton and Burlington Beach and Town of Burlington. ....	Dismissed.
27840	Winnipeg Board of Trade re 15% increase in freight rates. ....	Dismissed.
28439-3	Town of Saint Lambert, Que. re increase in rates on the M. & S.C. Ry. ....	Dismissed.
28230	City of Hamilton, Ont. re Kinnear Yard. ....	Referred back.
29040-2	National Dairy Council of Canada on behalf of Ice Cream Manufacturers re classification of ice cream. ....	Referred back.
C. 955	Proprietors' League of Montreal, Que. re increase in Bell Telephone Company's rates. ....	Dismissed.
30434	City of Windsor, Ont. for an Order rescinding Order 30028, authorizing C.P.R. Co. to construct tracks of proposed freight shed at grade across unopened portion of Caron Ave., Windsor, Ont. ....	Dismissed.
29996	City of Toronto, Ont. against General Order 308, re general increase in freight rates. ....	Referred back.
C. 955	City of Toronto, Ont. re increase in rates of the Bell Telephone Company. ....	Referred back.
23092-2	C.N.Q. Ry. Co. against Order 31312 re crossing Pointe Aux Trembles Ry. at Pointe aux Trembles, Que. ....	Referred back.
30380	City of Toronto, Ont. in matter of express rates. ....	Dismissed.
30380-13	National Dairy Council of Canada re 20% increase in cream rates. ....	Referred back.
17112-27	Dominion Millers' Assn. in the matter of flour arbitraries over wheat for export. ....	Dismissed.
29040-2	National Dairy Council of Canada re express classification of ice cream. ....	Dismissed.
30686-2	Provinces of Alberta and British Columbia against General Order 366, railway tolls. ....	Referred back.
30380-13	National Dairy Council of Canada re 20% increase in cream rates. ....	Allowed.
3023-16	N. St. C. & T. Ry. Co. re location of its line on Oak and Merritt Sts., Merriton, Ont. ....	Withdrawn.
32812-1	Governments of Alberta, Saskatchewan and Manitoba re Crows Nest Pass Rates. ....	Allowed.
9754-22	Canadian Shippers' Traffic Bureau against Order 36646 re claim against G.T.R. Co. re freight overcharges. ....	Dismissed.
30686-2	Governments of Alberta and Saskatchewan re rates on grain and flour to the Pacific Coast for export. ....	Referred back.
34123	United Farmers of B.C., Fraser Valley District Council, re General Order 448 and freight rates on grain and flour and grain products moving over C.P.R. and C.N. Rys. ....	Dismissed.
490-3	Consumers Glass Co., Ltd., Montreal, Que. re freight rates on glass bottles and jars. ....	Pending.
38316	Lakeside Milling Co., Ltd., Toronto, Ont. on behalf of itself and all other Inland Grain Millers in Ontario re tariffs on grain and grain products from bay ports to destinations, Montreal and south and east thereof, including Maritime Provinces. ....	Pending.



LIST OF APPEALS TO THE GOVERNOR-IN-COUNCIL.—*Concluded*

February 1, 1904 to December 31, 1935

File No.	Subject	Decision
36800-1	Employees of Michigan Central Ry. Co. (N.Y.C. R.R., lessee) at Montrose, Ont. and others, from Order 48890, in matter of alleged abandonment of the Montrose Yards.....	Dismissed.
38625	Parish of Notre Dame du Bon Conseil, Que. vs. C.N. Rys. against Order 50719 in the matter of crossing at Mitchel station, Que.....	Pending.

## SUMMARY

Dismissed.....	22
Allowed.....	3
Referred back.....	11
Withdrawn.....	2
Abandoned.....	4
Pending.....	3
Total.....	45

## APPENDIX "F"

GENERAL ORDERS AND CIRCULARS ISSUED BY THE BOARD  
DURING THE YEAR ENDED DECEMBER 31, 1935

## GENERAL ORDER No. 532

*In the matter of the application of the Canadian Freight Association, under Section 322 of the Railway Act, for approval of proposed Supplement No. 8 to Canadian Freight Classification No. 18, on file with the Board under file No. 33365.103.*

TUESDAY, the 15th day of January, A.D. 1935.

S. J. McLEAN, *Assistant Chief Commissioner.*

Hon. T. C. NORRIS, *Commissioner.*

G. A. STONE, *Commissioner.*

Whereas notice has been given by the Canadian Freight Association in the *Canada Gazette*, as required by section 322 of the Railway Act, and copies of the said supplement furnished to the parties named in the General Orders of the Board Nos. 271, 348, 353, 469, and 471, with the request that their objections, if any, be filed with the Board within thirty days, no one offering any objection; and upon the recommendation of the Chief Traffic Officer of the Board,—

*It is ordered:* That the said proposed Supplement No. 8 to Canadian Freight Classification No. 18, on file with the Board under file No. 33365.103, be, and it is hereby, approved.

S. J. McLEAN,

*Assistant Chief Commissioner.*

## GENERAL ORDER No. 533

*In the matter of Rule 13 (e) of the Regulations Governing Baggage Car Traffic in Canada prescribed by General Order No. 151, dated November 8, 1915, for the observance of every railway company within the legislative authority of the Parliament of Canada; and the application of the Canadian Passenger Association for an Order permitting the railway companies to carry their own non-inflammable moving picture films.*

File No. 23328

FRIDAY, the 22nd day of March, A.D. 1935.

S. J. McLEAN, *Assistant Chief Commissioner.*

Hon. T. C. NORRIS, *Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Upon reading what is filed in support of the application, and the report and recommendation of the Assistant Chief Traffic Officer of the Board,—

*It is ordered:* That railway companies within the legislative authority of the Parliament of Canada be, and they are hereby, permitted to carry their own non-inflammable moving picture films in regular or special baggage service.

S. J. McLEAN,

*Assistant Chief Commissioner.*

## GENERAL ORDER No. 534

*In the matter of running boards required to be provided on locomotives of railway companies within the legislative authority of the Parliament of Canada, under the Regulations with Respect to Railway Safety-Appliance Standards, prescribed by the General Order of the Board No. 102, dated February 17, 1913.*

File No. 11654.110

WEDNESDAY, the 27th day of March, A.D. 1935.

S. J. McLEAN, *Assistant Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

Hon. T. C. NORRIS, *Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Upon the report and recommendation of the Chief Operating Officer of the Board, and reading the submissions filed on behalf of the Canadian Pacific and Canadian National Railway Companies, the Brotherhood of Locomotive Firemen and Enginemen, the Brotherhood of Locomotive Engineers, and the Railway Association of Canada,—

*It is ordered:* That the Regulations with Respect to Railway Safety-Appliance Standards, prescribed by the said General Order No. 102, dated February 17, 1913, be, and they are hereby, amended by striking out the regulation with respect to running boards, under the heading of "Specifications Common to all Steam Locomotives," and substituting therefor the following, namely:—

"RUNNING-BOARDS

"*Number.*—Two (2).

"*Dimensions.*—Not less than ten (10) inches wide. If of wood not less than one and one-half ( $1\frac{1}{2}$ ) inches in thickness; if of metal not less than three-sixteenths ( $\frac{3}{16}$ ) of an inch, properly supported. Providing that in the case of locomotives of such dimensions in the diameter of that portion of the boiler between the front of cab and the forward end of the course adjoining the fire box a ten (10)-inch width cannot be obtained without extending beyond the side clearance allowance, the width of running-board may be reduced to a minimum of five and one-half ( $5\frac{1}{2}$ ) inches tapering to ten (10) inches as the reducing diameter of the boiler permits. Pipes or other appurtenances must be so located as will provide for not less than the minimum widths of running-board above prescribed.

"*Location.*—One (1) on each side of boiler, extending from cab to front end near pilot beam. Running-boards may be in sections where necessary to provide for the location of air compressors, water pumps or heaters, reservoirs, or other appurtenances. (Flat-top steam chests may form section of running-board). Where necessary, section shall be placed over the top of the power reverse gear or similar devices located on or projecting through running-boards; all sections to provide the minimum widths prescribed. Where the difference in elevation between sections is twenty (20) inches or more, an auxiliary step shall be provided.

"*Manner of Application.*—Running-boards shall be securely fastened with bolts, rivets or studs.

"Locomotives having Wootten type boilers with cab located on top of boiler more than twelve (12) inches forward from boiler-head shall have suitable running-boards running from cab to rear of locomotive, with hand railing not less than twenty (20) nor more than forty-eight (48) inches above outside edge of running-boards, securely fastened with bolts, rivets or studs."

S. J. McLEAN,  
*Assistant Chief Commissioner.*

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GENERAL ORDER No. 535

*In the matter of freight tariffs filed with the Board covering traffic carried between points in the United States through Canada.*

File No. 39422

TUESDAY, the 9th day of April, A.D. 1935.

S. J. McLEAN, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

Whereas the Interstate Commerce Commission, by its Order dated Washington, D.C., March 26, 1935, has granted carriers operating in the United States of America certain increases in rates and charges as set out in report of the said Commission, made part of its order

And whereas it is deemed by the Board to be expedient that the carriers should be permitted to make effective such increased rates and charges in freight tariffs applying on traffic carried between points in the United States through Canada on the same date as such changes are made with respect to traffic moving wholly within the United States between the same points—

Therefore, in pursuance of the powers conferred upon it by section 325 of the Railway Act, and of all other powers possessed by the Board in that behalf—

*It is ordered:* That the carriers be, and they are hereby, permitted to publish and file such tariffs as hereinbefore described containing the increased rates and charges referred to, to become effective on or after April 18, 1935, upon one day's notice.

S. J. McLEAN,  
*Assistant Chief Commissioner.*

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GENERAL ORDER No. 536

*In the matter of the applications of the United States and Canadian carriers re international freight rates between points in Canada and points in the United States.*

File No. 39422

MONDAY, the 15th day of April, A.D. 1935.

S. J. McLEAN, *Assistant Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Whereas the Interstate Commerce Commission, by its Order dated Washington, D.C., March 26, 1935, has granted carriers operating in the United States of America certain increases in rates and charges, including international rates



so far as they are subject to the jurisdiction of the said Commission, as set out in the report of the said commission, made part of its order, to become effective April 18, 1935, and to expire June 30, 1936, unless sooner cancelled or extended;

And whereas the United States and Canadian carriers have made applications to increase international freight rates and charges between points in Canada and points in the United States to the extent set forth in the report of the Interstate Commerce Commission, as modified by the carriers' applications;

And whereas it is deemed by the Board to be expedient in the public interest that the continuity of joint through rates from points in the United States to points in Canada, and vice versa, should be preserved;

Upon hearing the representations of the Canadian carriers, the Canadian Manufacturers' Association, the Montreal Board of Trade, and the Toronto Board of Trade,—

Therefore, in pursuance of the powers conferred upon it by section 325 of the Railway Act, and of all other powers possessed by the Board in that behalf.—  
*It is ordered:*

1. That the proportions of through rates and charges between the United States and Canada, in both directions, in effect at the date of this Order, accruing within Canada, may, by general order or blanket supplement to existing tariffs, be increased to the extent that the through rates and charges shall conform to the increases authorized by the said order of the Interstate Commerce Commission.

2. That the through rates and charges so increased may be published and filed to become effective on or after April 18, 1935, upon one day's notice, subject to the proviso that the resulting rates will in all respects be subject to complaint or investigation and to determination as to the lawfulness of schedules, rates, or charges as provided by the Railway Act.

S. J. McLEAN,  
*Assistant Chief Commissioner.*

### GENERAL ORDER No. 537

*In the matter of the General Order of the Board No. 534, dated March 27, 1935, amending the Regulations with Respect to Railway Safety-Appliance Standards prescribed by General Order No. 102, dated February 17, 1913.*

File No. 11654.110

SATURDAY, the 13th day of April, A.D. 1935.

S. J. McLEAN, *Assistant Chief Commissioner.*  
F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*  
Hon. T. C. NORRIS, *Commissioner.*  
J. A. STONEMAN, *Commissioner.*  
G. A. STONE, *Commissioner.*

Upon the report and recommendation of the Chief Operating Officer of the Board,—

*It is ordered:* That the paragraph respecting dimensions in the said General Order No. 534, dated March 27, 1935, be amended by striking out the word "tapering" in the tenth line thereof, and substituting therefor the word "widening."

S. J. McLEAN,  
*Assistant Chief Commissioner.*

## GENERAL ORDER No. 538

*In the matter of the Regulations Regarding the Inspection of Railway Steam Boilers, other than Locomotive Boilers, prescribed by the General Order of the Board No. 330, dated February 16, 1921, and proposed amendment to Rule 8 thereof.*

File No. 29110.1.2

WEDNESDAY, the 17th day of April, A.D. 1935.

S. J. McLEAN, *Assistant Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Upon reading the submissions filed on behalf of the Railway Association of Canada, the New York Central Railroad Company, Sydney and Louisburg Railway Company, Northern Alberta Railways Company, Algoma Central and Hudson Bay Railway Company, Great Northern Railway Company, Wabash Railway Company, Canadian Pacific Railway Company, and the London & Port Stanley Railway Company; and upon the report and recommendation of the Chief Operating Officer of the Board,—

*It is ordered:* That the said General Order No. 330, dated February 16, 1921, be, and it is hereby, amended by striking out paragraph VIII of the regulations and substituting therefor the following, namely:—

“ VIII

“ Every boiler shall have at least one water gauge glass not less than six inches between the gland nuts, and the visible bottom end of glass shall be at least two inches above the fire line (which for horizontal, locomotive and upright tubular boilers of the submerged type shall be the highest point of the crown sheet or fire tube). In dry top upright tubular boilers the visible bottom end of the water gauge glass must not be located less than one-half the distance between the tube sheets measured from the bottom tube sheet.

“ Where the top connection of the water gauge glass is above seven and under twenty-five feet from the floor of the boiler room, or boiler service runway, the water gauge glass and try-cock, stop and blow-down valves must be fitted with rods or chains, so that they may be operated from the floor or boiler service runway, and must be located in such a position that the water gauge glass will be in full view from the point where the rods or chains are operated. When above ten feet above the operating floor they may be of the inclined type, in cases where the vertical glass cannot clearly be seen.

“ Water gauge glasses must be encased in a suitable guard in such a manner as to provide against accidents, and in such a way that the view of the water glass from the operator's location will not be obstructed. When prismatic water glasses are used guards are not required.

“ Each water gauge glass shall be equipped with a cock or valve at each end, and with a blow-off or drain at the bottom end, the outlet of which shall be convenient for the operator of the plant to operate from his position on the operating floor or boiler service runway. Water gauge glasses, cocks or valves and drains shall be maintained in an operative condition, free from leaks, and shall be cleaned of scale each time boiler is washed.

“ Every boiler shall have three try-cocks, the lower one to be placed in the same horizontal plane as the visible bottom end of the water gauge glass, and the other spaced equally over the visible range of the water gauge glass. On boilers where try-cocks cannot conveniently be located and operated a second

water gauge glass must be used instead, and shall be independently connected to the boiler. Try-cocks must be maintained in an operative condition, and cleaned of scale each time the boiler is washed.

"The use of water columns is optional, and where installed must be equipped with three gauge cocks and one water gauge glass located with respect to the visible bottom end of glass, as described above.

"Suitable lights shall be provided for the observation of steam gauges, try-cocks and water glasses."

S. J. McLEAN,  
*Assistant Chief Commissioner.*

### GENERAL ORDER No. 539

*In the matter of rules covering the preparation of accounts to apply to joint projects undertaken under order of the Board.*

File No. 11026.74

TUESDAY, the 18th day of June, A.D. 1935.

S. J. McLEAN, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Upon reading the submissions filed in this matter; and upon the report and recommendation of the Division Engineer of the Board, concurred in by its Chief Engineer,—

*It is Ordered:* That the rules covering preparation of accounts and rates of rental of railway-owned equipment to apply to joint projects undertaken under order of the Board by railway companies within the legislative authority of the Dominion of Canada, be, and they are hereby, approved and adopted, namely:—

"A Joint Project shall be considered to mean an elimination project, grade crossing protection, drainage or other such work directed by order of the Board and to which the Board contributes.

"The preparation of accounts shall be in general as herein provided, or as may be determined from time to time by the Board.

"*Labour.*—To all items of labour, including wages of foremen, add 10 per cent for supervision, accounting, etc., and the use of tools. A direct charge shall be allowed for engineering services when it is necessary for their employment continuously and exclusively on the particular work, plus the 10 per cent labour allowance.

"Under this item it will be proper to charge the wages of Office Engineers and Draughtsmen assigned to the work in the preparation of plans after the issue of the Board's order, plus the usual 10 per cent. "Assigned" means continuous service for one day or more solely in connection with the particular project, but does not permit accumulation of short intermittent periods to equal one day.

"The 10 per cent allowance added to the cost of labour is in lieu of the cost of all salary and expense of any general or supervising officer or other person regularly employed having supervision over any railway operation or maintenance, including all overhead office expense, cost of draughting-room accessories.



etc., all stenographic or clerical forces employed in head, divisional, or district office, handling matters pertaining to the work, all charges for minor equipment and small tools.

*“Transportation of Men.”*—No transportation charges for railway labour or employees will be allowed, except extraordinary transportation which may be considered by the Board in each special case.

*“Material.”*—To the invoice price (including foreign freight, customs duty, sales tax and exchange) of all items of materials and supplies used, add 15 per cent to cover supervision, store expense, inspection, accounting, handling, and transportation over the billing carrier's line to point of use. When material hauled over billing carrier's line is in excess of 250 miles, a further allowance of 10 mills per net ton mile for such excess mileage shall be included in addition to the 15 per cent allowance. Proper credit shall be allowed for salvage materials, less 15 per cent to cover expense of supervision, inspection, store expense, accounting, handling, and transportation.

*“Contract Work.”*—To the contract price of work done by an outside contractor there may be added a premium to cover supervision, accounting, and inspection of 3 per cent on contracts up to \$50,000, of 2 per cent on contracts between \$50,000 and \$100,000, and of 1 per cent on contracts over \$100,000.

*“Land Purchases and Damages.”*—To the purchase price of land and property damages, registration fees, special taxes, fees paid into court, and commissions paid for purchase settlement there may be added a premium to cover supervision, accounting, etc., of 3 per cent on amounts up to \$50,000, 2 per cent on amounts between \$50,000 and \$100,000, and 1 per cent on amounts over \$100,000. All amounts under this heading to be added together and considered as a total before the premium is added.

*“Workmen's Compensation.”*—No award in payment of compensation claim for injury or death will be allowed.

*“Rental of Railway-owned Equipment.”*—Rental of railway-owned equipment, when used in joint project work, shall be in accordance with Schedule 'A' Circular No. 42, of the Railway Association of Canada. No percentage allowance shall be added to equipment rental.

*“Schedule 'A,'* indicating description of equipment and rates per day, is attached herewith. The rates in the foregoing Schedule are for each 24-hour period, including Sundays and holidays, or fraction thereof, and do not include wages and expenses of employees in charge of equipment, supplies, fuel, or cost of transportation equipment, which shall be charged in addition to rental.

*“Work Train.”*—Flat rate, including rental of one locomotive (all sizes), locomotive repairs, fuel and all supplies, engine and train or switch crew wages and supplies, all engine-house expense, and rental of a maximum of four work cars, including caboose—per hour—\$15 (for special equipment rental see Schedule attached), with the addition of a work train service trackage charge of \$1.50 per train mile.

*“Transportation of Equipment.”*—Charges at the following rates for transportation of work equipment and cars handling miscellaneous equipment shall be made from home station or previous job to point of use, also for return movement if moved to home station or point to be stored. If moved to another job no charge shall be made for return movement.

*“In revenue trains—*6 cents per unit per mile, minimum \$6.

*“In work trains—*cost of work train services provided; charges shall be made for rental of equipment while being transported.



## RAILWAY COMMISSIONERS OF CANADA

## SCHEDULE 'A'

## "RATES OF RENTAL OF RAILWAY-OWNED EQUIPMENT"

Revenue Equipment	Rates per Day
<b>CARS—</b>	
Ballast (all types), steel or steel underframe.. . . .	\$1 60
Ballast (all types), wood.. . . .	1 10
Box (all types) 60-ton cap.. . . .	1 50
Box (all types) 50-ton cap.. . . .	1 40
Box (all types) 40-ton cap.. . . .	1 30
Box (all types) 30-ton cap.. . . .	1 10
Coal (all types), steel or steel underframe.. . . .	1 60
Coal (all types), wood.. . . .	1 40
Flat (all types).. . . .	1 00
Refrigerator.. . . .	2 40
Tank—10,000 gallons and over.. . . .	1 60
less than 10,000 gallons.. . . .	1 40
Caboose.. . . .	1 30
Ballast trimmer.. . . .	4 30
Air dump—30 cu. yds. and over.. . . .	4 30
Air dump—20 to 29 cu. yds.. . . .	3 60
Air dump—less than 20 cu. yds.. . . .	2 60
Boarding and kitchen (Converted passenger).. . . .	2 90
Bunk, kitchen, dining, rail and tie, tool, cabin idler, cinder, etc. (Converted freight).. . . .	1 50
Scale test (See par. 3).. . . .	7 90
Water transport (including old tender converted).. . . .	2 40
<b>CRANES—</b>	
Less than 10 tons capacity.. . . .	5 80
10 to 29 tons capacity.. . . .	12 40
30 to 49 tons capacity.. . . .	18 60
50 to 99 tons capacity.. . . .	21 20
100 to 149 tons capacity.. . . .	29 90
150 to 199 tons capacity.. . . .	32 50
200 tons capacity.. . . .	40 00
Combination crane and pile driver.. . . .	21 60
Concrete mixer.. . . .	4 70
Ditcher.. . . .	12 10
Fire-fighting tank.. . . .	7 20
Flanger and scraper.. . . .	5 00
Pile drivers—	
Self-propelled.. . . .	30 20
Non self-propelled.. . . .	11 50
Rail loader (air or steam operated).. . . .	3 20
Rail unloader—	
40-ton and less.. . . .	8 40
41-ton to 60-ton.. . . .	10 30
Snow-plough—	
Rotary.. . . .	77 20
Steel or steel underframe with wings and drop points.. . .	14 70
Wood with wings and drop points.. . . .	12 20
All others.. . . .	5 10
Spreaders (with attachments, steel, or steel underframe with ditch line contour).. . . .	15 30
Steel or steel underframe without ditch line contour.. . .	11 20
Wood.. . . .	4 70
Steam shovels—	
3 cu. yds. and over.. . . .	27 30
Less than 3 cu. yds.. . . .	16 80
Track layer.. . . .	9 40
Well boring machine.. . . .	2 10
<b>MISCELLANEOUS EQUIPMENT—</b>	
Auto trucks—	
(One) 1-ton capacity and under.. . . .	2 70
Over 1 to 2½ tons capacity.. . . .	4 20
Over 2½ tons capacity.. . . .	6 30
Roadway machine	
Air compressors—	
160 cu. ft.. . . .	6 20
Less than 160 cu. ft.. . . .	4 20
Ballast plow—	
Centre.. . . .	2 50
Side.. . . .	1 70
Bonding machine.. . . .	60
Boiler.. . . .	1 20

Revenue Equipment		
MISCELLANEOUS EQUIPMENT—		Rates per Day
Cars—		
Motor—inspection.. . . . .		70
Trailer.. . . . .		30
Trailer (dump type).. . . . .		40
Concrete mixers (gasoline or steam)—		
$\frac{1}{2}$ cu. yd. and under.. . . . .		1 70
Over $\frac{1}{2}$ to $\frac{3}{4}$ cu. yd.. . . . .		3 70
Over $\frac{3}{4}$ cu. yd.. . . . .		5 30
Concrete placer.. . . . .		8 50
Cranes (gasoline or battery)—		
Electric, with attachments—		
Caterpillar—12-ton capacity.. . . . .		13 00
3,000 pounds capacity.. . . . .		3 50
Hand.. . . . .		2 30
Drag net excavator.. . . . .		13 00
Drill—		
Calyx—power.. . . . .		4 90
Gasoline drive.. . . . .		1 20
Ice planer.. . . . .		1 20
Jack (geared or ball bearing) 50 tons and over.. . . . .		70
Paint spraying machine—		
Two-spray guns.. . . . .		1 50
Pile driver.. . . . .		5 60
Pneumatic tools (with attachments)—		
Cement gun.. . . . .		3 00
Drill or reamer.. . . . .		70
Rivet or chipping hammer.. . . . .		60
Rock drill.. . . . .		90
Tie tamper.. . . . .		70
Pump (gasoline or steam driven).. . . . .		5 00
Rail grinder.. . . . .		1 80
Snow loader.. . . . .		16 90
Stone crusher.. . . . .		1 80
Tie adzing machine.. . . . .		3 10
Track layer.. . . . .		6 30
Track layer (three men).. . . . .		1 00
Tractor (gasoline or battery electric).. . . . .		3 00
Weeding machine (gasoline).. . . . .		2 30
Welding machine (electric).. . . . .		4 60

"The rates in above Schedule are for each 24-hour period (including Sundays and holidays), or fraction thereof, and do not include wages and expenses of employees in charge of equipment, supplies, fuel, or cost of transporting equipment, which shall be charged in addition to rental."

S. J. McLEAN,  
Assistant Chief Commissioner.

#### GENERAL ORDER No. 540

*in the matter of the application of the Canadian Freight Association, on behalf of the railway companies, for rescission of that portion of General Order No. 211 dated December 10, 1917, prescribing carload minimum weights for lumber in closed cars under 35 feet in length, inside measurement:*

File No. 19475.43

WEDNESDAY, the 26th day of June, A.D. 1935.

S. J. McLEAN, Asst. Chief Commissioner.

J. A. STONEMAN, Commissioner.

Upon reading what is filed in support of the application, the Canadian Lumbermen's Association consenting thereto, and its appearing that closed cars of the length specified are no longer in railway service,—

*The Board Orders.*—That the provisions of General Order No. 211, dated December 10, 1917, in so far as they relate to carload minimum weights for lumber in closed cars under 35 feet in length, inside measurement, be, and they are hereby, rescinded.

S. J. McLEAN,  
*Assistant Chief Commissioner.*

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### GENERAL ORDER No. 541

*In the matter of the application of Canadian Industries Limited, of Montreal, Quebec, for an Order extending the provisions of Specification 23F, as authorized for use in General Order No. 499, dated May 20, 1932, so as to include for manufacture and use in the Dominion of Canada, a box of special construction, as particularly hereinafter described.*

File No. 1717.38.2

SATURDAY, the 22nd day of June, A.D. 1935.

S. J. McLEAN, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Upon reading what is filed in support of the application, and the consent of the Railway Association of Canada, filed; and upon the report and recommendation of the Assistant Chief Traffic Officer of the Board,—

*It is ordered:* That the provisions of Specification 23-F, as authorized for use by the said General Order No. 499, dated May 20, 1932, be, and they are hereby, extended to include, for manufacture and use in the Dominion of Canada, a box of special construction as follows, namely:—

*Special Container.*—Authorized only for gelatin dynamite in bulk, in carload lots, loaded by shipper and to be unloaded by consignee. The container must comply with all provisions of Specification 23-F, with additions and exceptions as follows:—

(a) The container must be one-piece type.

(b) The container must be lined with a liner, to reinforce four box faces not closed by flaps, and with top and bottom pads. These must be made of the same material as specified for the outside container. The liner must be made with adjoining edges overlapped at least 1½ inches, stitched to form joint, and with flanges at least 1½ inches wide, formed by creasing and bending, so as to reinforce the edges of the box faces formed by the closing flaps.

(c) Loads in compression tests of 1,000 pounds for end to end compression and 300 pounds for top to bottom compression are acceptable.

S. J. McLEAN,  
*Assistant Chief Commissioner.*

## GENERAL ORDER No. 542

*In the matter of the General Order of the Board No. 512, dated April 4, 1933, as amended by General Order No. 518 and General Order No. 523, dated respectively October 10, 1933, and December 7, 1933, made upon the application of Shipping Containers, Limited, of Montreal, Quebec, granting leave to use, for shipping over railways in Canada, certain shipping containers prescribed in Interstate Commerce Commission regulations for the transportation of explosives and other dangerous articles by freight, filed by B. W. Dunn, Agent, under C.R.C. No. 2;*

*And in the matter of the application of Shipping Containers, Limited, for an Order further amending the said General Order No. 512:*

File No. 1717.35

THURSDAY, the 12th day of September, A.D. 1935.

HON. HUGH GUTHRIE, K.C., *Chief Commissioner.*

S. J. McLEAN, *Asst. Chief Commissioner.*

HON. T. C. NORRIS, *Commissioner.*

Upon reading what is filed in support of the application, and the report and recommendation of the Assistant Chief Traffic Officer of the Board, the Railway Association of Canada consenting,—

*It is ordered:* That the said General Order No. 512, dated April 4, 1933, as amended, be, and it is hereby further amended by adding at the end thereof the following paragraph, namely:—

(e) "Boxes of three-piece type, except those with recessed end or ends, complying with the foregoing and also with paragraphs 14, 15, 16, and 20 of Shipping Container Specification 23A, are also authorized."

H. GUTHRIE,  
*Chief Commissioner.*

## GENERAL ORDER No. 543

*In the matter of the application of Maurice A. Knight, of Akron, Ohio, for permission to use rubber drums for the transportation of certain acids by freight over railways in Canada.*

File No. 1717.38.3

MONDAY, the 21st day of October, A.D. 1935.

HON. HUGH GUTHRIE, K.C., *Chief Commissioner.*

S. J. McLEAN, *Assistant Chief Commissioner.*

Upon its appearing that a revision of the regulations for the transportation of explosives and other dangerous articles by freight over railways in Canada is now in progress, and its being expedient that provision be made for the use of the said rubber drums prior to such revision, the Railway Association of Canada consenting,—

*It is ordered:* That rubber drums complying with Container Specification 13A, published in Agent B. W. Dunn's Supplement No. 9 to Tariff C.R.C. No. 2, effective November 1, 1935, on file with the Board, but with markings in which the letters "C.R.C." are substituted for "I.C.C.", as shown in the specifications, be, and they are hereby, authorized for use in shipping the classes of freight permitted by the said tariff to be shipped in such containers over railways in Canada subject to the jurisdiction of the Board.

H. GUTHRIE,  
*Chief Commissioner.*



## GENERAL ORDER No. 544

*In the matter of the General Order of the Board, No. 195, dated June 23, 1917, providing for the collection of cartage charges on carload traffic based on the actual weight subject to the minimum carload weight provided in the Canadian Freight Classification.*

File No. 18663.51

TUESDAY, the 5th day of November, A.D. 1935.

HON. HUGH GUTHRIE, K.C., *Chief Commissioner.*

S. J. McLEAN, *Assistant Chief Commissioner.*

HON. T. C. NORRIS, *Commissioner.*

Upon the report and recommendation of the Chief Traffic Officer of the Board,—

*It is ordered:*

1. That the tariffs of railway companies subject to the jurisdiction of the Board be amended by striking out the clause reading as follows:—

“Cartage charges will be collected on the basis of actual weight subject to the minimum provided in the Canadian Freight Classification;”

And that there be substituted therefor the following:—

“Cartage charges on carload shipments will be collected on the basis of the actual weight, subject to the minimum carload weight provided in the Canadian Freight Classification if a specific carload rating is provided therein; otherwise the minimum weight provided in the freight classification under which the traffic moves will govern.”

2. That the said General Order No. 195, dated June 23, 1917, be rescinded.

H. GUTHRIE,  
*Chief Commissioner.*

## GENERAL ORDER No. 545

*In the matter of the application of the Department of Marine for Canada for an Order amending paragraph 1861 (a) of the Regulations for the Transportation by Freight of Dangerous Articles other than Explosives, approved by General Order No. 203, dated August 11, 1917, so as to provide for the use of British-made cylinders for the carriage of acetylene gas by freight.*

File No. 1717.25.4

WEDNESDAY, the 6th day of November, A.D. 1935.

HON. HUGH GUTHRIE, K.C., *Chief Commissioner.*

S. J. McLEAN, *Assistant Chief Commissioner.*

G. A. STONE, *Commissioner.*

Upon reading the application and the consents of the Bureau of Explosives, The People's Gas Supply Co., Ltd., and the Canadian Liquid Air Co., Limited, filed, and upon the report and recommendation of the Assistant Chief Traffic Officer of the Board,—

*It is ordered:* That paragraph 1861 (a) of the Regulations for the Transportation by Freight of Dangerous Articles other than Explosives, approved by the said General Order No. 203, dated August 11, 1917, be amended by adding thereto the following, namely:—

“Cylinders made in England and approved by H.M. Inspector of Explosives for use as containers of dissolved acetylene gas in Great Britain

are authorized for use in the Dominion of Canada under these regulations, upon the following conditions:—

"1st. Copies of reports of material, manufacture, tests, and other data as required or customary in Great Britain shall be furnished to the Canadian purchaser and to the Inspector, Bureau of Explosives, Union Station, Toronto, Canada. These reports shall also include a statement that the porosity of the porous filling is not over 80 per cent.

"2nd. The Canadian purchaser must obtain approval of the porous filling material and of the safety devices as required by paragraphs 1861 (j) and 1862 (a) of these regulations.

"3rd. The cylinders must bear markings stamped into the head or shoulder of the cylinder as follows:—

"Serial number (not the maker's number).

"The mark CRC-8A, placed immediately above the serial number specified above. This shall be understood to certify that the cylinder complies with all requirements.

"The purchaser's identification mark; this must be registered with the Bureau of Explosives (see above).

"The tare weight of the cylinder in pounds and ounces (for example, T. W. 189-6). This shall be the combined weight of cylinder, porous filling, valve, and solvent, but without removal cap (if any).

"Date of manufacture, month and year (for example, 7-35).

"4th. Any such cylinders imported into the Dominion of Canada prior to the issuance of this order may be qualified by application of the marks specified above after filing evidence with the Bureau of Explosives (see above) that the other provisions of this order are essentially fulfilled."

H. GUTHRIE,  
*Chief Commissioner.*

#### GENERAL ORDER No. 546

*In the matter of the Standard Conditions and Specifications for Wire Crossings prescribed by General Order No. 231, dated May 6, 1918, and the proposed amendment of Specification CC of Part II thereof.*

Case No. 4704

THURSDAY, the 21st day of November, A.D. 1935.

HON. HUGH GUTHRIE, K.C., *Chief Commissioner.*

S. J. McLEAN, *Assistant Chief Commissioner.*

Upon reading the submissions filed on behalf of the Canadian National Railways, The Bell Telephone Company of Canada, and the Railway Association of Canada, the said parties consenting; and upon the report and recommendation of the Electrical Engineer of the Board,—

*It is ordered*, that the Standard Conditions and Specifications for Wire Crossings, prescribed by General Order No. 231, dated May 6, 1918, be, and they are hereby, amended by striking out Specification CC, Part II thereof, and substituting therefor the following, namely:—

"CC. *Laying*.—Subject to the following exceptions marked 1, 2, and 3, the conduit or duct to be laid on a base of 3 inches of concrete, mixed in proportion, 1 of cement, 3 of sand, and 5 of broken stone or gravel. Where stone is used, such stone is to be of a size that will permit of its

passing through a 1-inch ring. After ducts are laid, the whole to be encased to a thickness of 3 inches on top and sides in concrete mixed in the same proportions as above.

"*Exceptions.*—1. Where not more than two iron or mild steel pipes are used, and where physical conditions permit, the pipes may be forced or driven under the roadbed, instead of being laid in open trench.

"2. Where physical and chemical conditions will permit, a conduit system consisting of not more than two iron or mild steel pipes not exceeding  $3\frac{1}{2}$  inches in diameter, or two creosoted wood ducts not exceeding 5 inches square and used for communication lines only, may be laid in the ground beneath railway tracks, without any form of protection.

"3. Tape armoured, wire armoured, or jute covered lead sheathed cable used for communication lines only, may be laid in the ground beneath railway tracks without any form of protection."

H. GUTHRIE,  
*Chief Commissioner.*

### GENERAL ORDER No. 547

*In the matter of proposed regulations regarding plans required to be filed with the Board in connection with applications for railway crossings, junctions, and drawbridges under Sections 252 and 305 of the Railway Act, and general requirements for interlocking appliances.*

File No. 521

MONDAY, the 2nd day of December, A.D. 1935.

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*

S. J. McLEAN, *Asst. Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

Hon. T. C. NORRIS, *Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Upon the report and recommendation of the Chief Engineer and the Chief Operating Officer of the Board,—

*It is ordered:—*

1. That the following regulations regarding plans to be filed with the Board in connection with applications for railway crossings, junctions, and drawbridges under sections 252 and 305 of the Railway Act, and general requirements for interlocking appliances, be, and they are hereby, prescribed for the observance of every railway company within the legislative authority of the Parliament of Canada, namely:—

#### REGULATIONS REGARDING PLANS REQUIRED TO BE FILED WITH THE BOARD IN CONNECTION WITH APPLICATIONS FOR RAILWAY CROSSINGS, JUNCTIONS, AND DRAWBRIDGES, SECTIONS 252 AND 305 OF THE RAILWAY ACT; AND GENERAL REQUIREMENTS FOR INTERLOCKING APPLIANCES

Send to the Secretary of the Board an application accompanied by three sets of the plan and profile of both railways on each side of the proposed crossing or junction, or of the railway in the case of a drawbridge, for a distance of one mile in each direction.

Scale.—Plan 400 feet to an inch.

Profile 400 feet to an inch horizontal, 20 feet to an inch vertical.



First set for approval by and filing with the Board. Second and third sets to be certified and returned to the parties concerned, with a certified copy of the order.

The applicant must serve copies of the application and the plan and profile on the company whose line is to be crossed or joined, and file with the Board evidence of such service.

When it is proposed to cross a canal or navigable water, approval of the Governor in Council must be secured, as provided in Section 248 of the Railway Act, before making application to the Board.

Upon completion of the work application must be made for leave to operate trains.

#### INTERLOCKING SYSTEM

*General requirements applicable to railways for interlocking appliances of rail level crossings, junctions, and drawbridges*

1. An application, accompanied by a plan in triplicate showing the complete layout, shall be submitted to the Board for approval. When possible, railway companies concerned shall agree on the plan before submitting it to the Board. In the preparation of this plan, the symbols used to indicate all the functions of the interlocking shall be those approved by the Signal Section of the Association of American Railroads. The plan shall show the location of the crossing, junction, or drawbridge, and the position of all tracks and junctions within the limits of the interlocking plant.

2. Rail level crossings and junctions shall be protected by home and approach signals placed each way from the crossing or junction.

3. Drawbridges shall be protected by derails, home and approach signals placed each way from the drawbridge.

4. Rail level crossings of steam railways by electric railways shall be protected by derails on the electric railway, and home signals on the steam railway, placed each way from the crossing. Where the latter is a high-speed railway, approach signals may also be required. In certain cases derails may be required on the steam railway and/or home signals on the electric railway, depending on the relative importance of the traffic.

5. When railways bring all trains to a stop before making a movement over the crossing or drawbridge, the protection may be modified.

6. For both mechanically and power-operated plants, the apparatus shall be so constructed and circuits so arranged that the failure of any part of the system, affecting the safety of train operation, shall cause all signals affected to give the most restrictive indications that conditions require.

7. Signals of approved form shall be used, the indications being given by position, by lights of prescribed colour, or by both, and shall be placed either over or upon the right of, and next to, the track upon which train movements are governed, except on railways operated with current of traffic to the left, or where physical conditions require the location of the signals to the left of the track.

8. Semaphore arms that govern shall be displayed to the right of the mast, as seen from an approaching train.

9. Approach signals, unless inoperative, shall be power-operated. Home and dwarf signals shall be pipe-connected, unless operated by power. Dwarf signals may be used to govern train movements on all tracks other than main tracks. On main tracks they may be used to govern train movements against the current of traffic. Home signals shall be located not less than 500 feet from the nearest frog of crossing, junction, or the end of a drawbridge.



10. Approach and home signals shall be spaced at least stopping distance apart, with a minimum of 1,500 feet. Where not so spaced, an equivalent stopping distance shall be provided by two or more restrictive indications approaching the home signals.

11. All power-operated interlocking signals shall be equipped with indication locks, or the equivalent, designed so as to prevent the changing of the route unless the signal has displayed its most restrictive indication.

12. Locking of levers or arrangement of circuits shall be such that no signal can be cleared for any given route, unless the route is properly set.

13. Unless electric approach locking is provided, time locks shall be installed to prevent the changing of routes until after the home signal has displayed the "stop" indication a predetermined time.

14. Lever machines at mechanical interlocking plants shall be equipped with locking of the preliminary type.

15. At mechanical interlocking plants one lever shall operate not more than (1) one mechanical signal, (2) two single point or lifting block derails, (3) one lifting rail type derail, (4) two pairs of switch points, (5) one switch and lock movement with 55 feet of detector bar, (6) two eight-way bridge couplers, (7) four rail locks, (8) two bridge locks, (9) 110 feet of detector bar at single switches (10) 156 feet of detector bar at slip switches or movable point frogs, (11) any other combination of units the total load of which does not exceed the maximum specified for one lever.

16. Track circuit locking or equivalent (detector bar of approved design not less than 55 feet long) shall be applied to prevent operation of switches derails, or movable point frogs underneath or directly in front of a train.

17. At manually operated interlocking plants, power switch operating and locking mechanism shall be provided with means to indicate that switch or corresponding interlocking unit has completed its movement and is locked.

18. At automatic interlocking plants, circuits shall insure proper co-relation of the units of the plant.

19. At mechanical interlocking plants, all mechanically operated facing point switches, derails, and movable point frogs in main tracks shall be locked with facing point locks. All other derails, switches, and units may be locked by facing point locks, or by switch and lock movements. Bolt locks shall be provided for facing point switches, derails, and movable point frogs if the signal governing the high speed route through them is mechanically operated.

20. When power-operated signals govern movements over switches, or corresponding interlocking units, switch control shall be used so that signals can give indication to proceed only when such units are in proper position.

21. At rail level crossings, where derails are required to be installed, the shall be located as follows:—

At single track crossings, not less than 500 feet each way from the crossing  
At multiple track crossings, with the normal direction of traffic, not less than 500 feet from the crossing; against the normal direction of traffic, not less than 300 feet from the crossing.

At junctions, derails, when required, shall be installed only on the converging tracks, with the normal direction of traffic, not less than 500 feet; against the normal direction of traffic, not less than 300 feet.

Measurements referred to above shall be taken from the nearest frog crossing and frog of junction switch.

At single track drawbridges, not less than 500 feet each way from the end of the drawbridge.

At multiple track drawbridges, with the normal direction of traffic, not less than 500 feet; against the normal direction of traffic, not less than 300 feet from the ends of the drawbridge.

22. Guard rails shall be laid on the outside of the rail in which the derail is placed, or on the inside of the opposite rail, and shall extend from the derailing point to within 100 feet of the crossing, junction point, or ends of draw-bridge, parallel with and nine (9) inches from the track rail. Guard rails shall be fully spiked, and if placed between the track rails shall have the ends bent down level with the tops of the ties.

23. As soon as the installation is completed it may be placed in operation, but until an application for inspection is made to and an order received from the Board authorizing operation, all trains shall stop as required by the Railway Act.

24. If any deviation from these requirements is found necessary, a special application shall be made to the Board.

*And it is further ordered:*

2. That the regulations herein adopted shall become effective as and from the date of this order.

H. GUTHRIE,  
*Chief Commissioner.*

#### GENERAL ORDER No. 548

*On the matter of the General Order of the Board No. 362, dated April 19, 1922, prescribing regulations to be adopted by railway companies for the prevention of fires.*

File No. 4741

WEDNESDAY, the 4th day of December, A.D. 1935.

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*

S. J. McLEAN, *Asst. Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

Hon. T. C. NORRIS, *Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

In pursuance of the powers conferred upon it by sections 34, 281, and 287 of the Railway Act, and of all other powers possessed by it in that behalf; upon reading the submissions filed by the Railway Association of Canada for the railway companies interested, and considering the representations made in their behalf at conferences held at Ottawa, June 14, 1932, October 5, 1932, and November 20, 1935; and upon the report and recommendation of the Chief Operating Officer of the Board,

*is ordered as follows:*

1. That the following General Orders—

- No. 4, dated July 3, 1907,
- No. 5, dated July 4, 1907,
- No. 8, dated August 13, 1907,
- No. 9, dated August 14, 1907,
- No. 13, dated July 30, 1908,
- No. 51, dated December 15, 1909,
- No. 63, dated August 2, 1910,
- No. 88, dated February 16, 1912,
- No. 90, dated April 11, 1912,
- No. 91, dated May 22, 1912,
- No. 107, dated July 4, 1913,
- No. 126, dated May 28, 1914,
- No. 141, dated April 15, 1915,
- No. 362, dated April 19, 1922;

## Orders

- No. 9760, dated February 23, 1910,  
 No. 30911, dated April 19, 1921,  
 No. 32919, dated October 4, 1922,  
 No. 32920, dated October 4, 1922,  
 No. 33210, dated December 11, 1922,  
 No. 37402, dated March 15, 1926,  
 No. 38737, dated February 2, 1927,  
 No. 38834, dated March 14, 1927;

## And Circulars

- No. 132, dated March 20, 1914,  
 No. 133, dated May 5, 1914,  
 No. 147, dated January 26, 1916,  
 No. 148, dated March 24, 1916,

made herein, be, and they are hereby, rescinded.

2. That, unless exempted by special order of the Board, every railway company subject to the legislative authority of the Parliament of Canada, the railway of which is under construction or being operated, shall cause all locomotives and other portable boilers used on the railways to be fitted and kept fitted in good order with practical and efficient devices for arresting the escape of sparks or live coals, as hereinafter set out, and shall also be governed by the regulations as to inspections, patrols, fire guards, reporting and suppression of fires as outlined in the regulations herein.

3. The smokebox of every coal-burning locomotive used on the railway shall have installed therein, so as to extend completely over the aperture through which the smoke ascends, a double-crimped wire netting as follows:

(a) Square mesh not larger than  $2\frac{2}{3}$  by  $2\frac{2}{3}$  per inch of No. 10 B.W.G. wire. The condemning limits for the netting shall be when the opening is  $\frac{19}{64}$  inch or the wire worn to .065 inch in thickness.

(b) Oblong mesh not larger than  $\frac{3}{16}$  inch in width and  $\frac{3}{4}$  inch in length, of wire, Warp No. 10, Shute No. 9 B.W.G. The condemning limit for the netting shall be when the opening is  $\frac{7}{32}$  inch in width and  $\frac{3}{8}$  inch in length, or when wires are worn to .065 inch in thickness.

(c) Oblong mesh not larger than  $\frac{3}{16}$  inch in width and  $\frac{1}{2}$  inch in length of wire, Warp No. 10, Shute No. 9 B.W.G. The condemning limit for the netting shall be when the opening is  $\frac{7}{32}$  inch in width and  $\frac{1}{2}$  inch in length or when wires are worn to .065 inch in thickness.

(d) Square mesh not larger than 3 by 3 per inch of No. 10 B.W.G. wire. The condemning limit for the netting shall be when the opening is  $\frac{1}{4}$  inch, or when wire is worn to .065 inch in thickness.

(e) Square mesh not larger than 3 by 3 per inch of No. 11 B.W.G. wire. The condemning limit for the netting shall be when the opening is  $1\frac{5}{16}$  inch, or when wire is worn to .06 inch in thickness.

(f) Baffle plates, table plates, diaphragms, manhole and superheater doors shall be fitted so that no openings in same shall exceed  $\frac{1}{8}$  inch in width. Cement or asbestos shall not be used to fill in openings in such fire protective appliances. Such plates, doors, etc., shall be securely held in position by cotter pins or keys so constructed that they cannot fall out, and all fire protective appliances, netting, or plates shall be so securely fastened that displacement cannot occur by warping.

(g) Upon application from a railway company, tests or trials of fire protective devices other than as specified in this section may be made only on receipt of permission from the Chief Operating Officer.

4. In no case shall there be an opening in the ashpan body, hoppers, slides or fittings thereof in excess of  $\frac{1}{8}$  inch in width; and the condemning limit for openings on ashpan and hopper doors when closed shall be  $\frac{1}{4}$  inch.



(a) Draught openings under foundation ring, in ashpans of wide firebox type, shall be protected by a coping, or hinged door, closed in at each end, and extending  $2\frac{1}{2}$  inches above the level of the bottom of the foundation ring: Provided that where adequate protection by coping, or hinged doors, extending above the level of the bottom of the foundation ring, cannot be applied, inside deflectors extending four inches below the bottom of the foundation ring shall be installed, or a combination of outside and inside coverage of not less than four inches shall be used. Standard mesh netting equal to that required in the smoke-box may be used for the outside coping or hinge door where solid plate cannot be used.

(b) Draught openings in the side, front, or back of ashpans of wide or narrow type fireboxes, in which the hinged plate or coping is not used in accordance with paragraph 4 (a), shall be protected by solid deflecting plates providing a total of not less than  $2\frac{1}{2}$  inches coverage, such deflecting plates to be closed in at each end. Standard mesh netting equal to that required in the smoke-box may be used for extra draught openings where solid deflecting plates cannot be provided.

(c) Draught openings of shallow ashpans shall be protected by standard smoke-box netting.

(d) Openings in ends of ashpans through which grate-rods operate shall be protected against the escape of ashes or fire;

grate rods shall be carried in sliding plates with clearance around rods not to exceed one-sixteenth of an inch when new; the condemning limit shall be one-eighth of an inch; or openings must be protected against the escape of ashes or fire by installation of hoods or deflecting plates.

(e) Ashpan doors and slides shall be securely closed by a locking gear while locomotive is operated. Ashpan dumping gear shall be such that ashpans can be dumped only by a person standing on the ground. Air combustion tube openings and cleanout opening from cinder trap in front of brick wall or arch shall be adequately protected against the escape of fire to the roadway.

(f) A device, with all necessary accessories, shall be installed to provide an adequate supply of water to all hoppers and ashpans. Sufficient water to dampen ashes and extinguish fire falling from the grates must be supplied from April 1 to October 31, both inclusive, of each year, or during such additional period as may be required in any particular territory by the Chief Operating Officer.

5. All steam shovels, ditching machines, and pile drivers having exhaust in stack and burning coal shall be equipped with a wire netting in the smoke-box, in accordance with standards prescribed in Clause 3, or with a bonnet screen or double-crimped wire netting mesh device on the top of the smoke stack, as may be most practicable. All openings between the bonnet netting and the stack must be fitted so as to leave no opening larger than the mesh of the netting. The condemning limit of said netting shall be as prescribed in Clause 3.

6. On every locomotive burning oil as fuel, the following standards shall be observed:—

(a) In such territory as may be designated from time to time by the Chief Operating Officer, the smoke-box of every locomotive with the narrow type fire-box used by the railway shall have installed therein, so as to extend completely over the aperture through which the smoke ascends, a double-crimped wire netting square mesh, not less than  $4 \times 4$  per inch, No. 12 B.W.G. The condemning limit of openings shall be  $10\frac{5}{64}$  of an inch.

(b) Linings of firepan and firebox shall be maintained in good order. Not less frequently than at each roundhouse inspection, or prior to starting each trip, where there are facilities, the firebox shall be cleaned of any accumulation of fallen brick and loose carbonaceous material.



(c) All joints in the firepan and between the firepan and firebox sheets or foundation ring shall be maintained airtight.

(d) Openings in firepan shall be protected in such manner as to prevent the escape of matter likely to cause fire.

(e) Burner shall be maintained in proper adjustment and alignment, clean and free from leakage.

(f) Sand for sanding flues shall be free from inflammable matter.

7. All fire protective appliances on locomotives and other portable boilers shall at all times be maintained in good order. No employees of the railway shall do, or in any way cause, damage to the netting or other fire protective appliances on any locomotive or other portable boiler in service.

8. The railway company shall provide adequate inspection at terminal or divisional points where its locomotives, steam shovels, ditching machines, and pile drivers are housed and repaired, and at other points where equipment is in service and cause—

(a) An examination to be made at least once a week of all fire-protective appliances; providing that the ashtrays and hoppers of every locomotive must be inspected prior to its starting on each trip.

(b) A record to be kept of the weekly inspection, showing for each of such equipment the number, the date and hour of day of every inspection, defects disclosed by such inspection, and all repairs made to fire-protective appliances. Such record to be kept open for inspection by any authorized officer of the Board.

(c) In case any of the said fire-protective appliances are found to be defective, the said equipment shall be removed from service, and shall not be returned to service unless and until such defects are remedied.

(d) The railway company shall make an independent thorough examination of the fire-protective appliances on all its locomotives, steam shovels, ditching machines, and pile drivers which are in service, at least once each month, and a record of the conditions disclosed shall be kept by the company, and a return of such record of inspection shall be submitted to the Board's Chief Operating Officer on the Locomotive Boiler Inspection and Report Form Nos. 1 and 2.

9. Fire, live coals, or hot ashes shall not be deposited upon the tracks or right of way, unless they are extinguished immediately thereafter, except in pits provided for the purpose. On no account shall ashes from passenger, boarding cars, or cabooses, nor clinkers from firebox of locomotives, be thrown out on the right of way while running. Burning or smouldering waste taken from hot boxes shall be immediately extinguished. Care should be taken in the handling of fusees and to avoid throwing them where fire can be communicated.

10. Unless otherwise ordered, no railway company shall, between April 1 and October 31, both inclusive, burn as fuel on its locomotives, steam shovels, ditching machines, and pile drivers any coal not possessing good coking properties, the use of which with standard front-end spark-arresting devices prescribed in Clauses 3 and 5 results in the emission of sparks from the stack to an extent deemed by the Board to be dangerous to the public interest, unless such equipment is provided with special spark-arresting device approved by the Board. Whether any particular coal possesses good coking properties shall be determined by certificate from the Mines Branch, Department of Mines, Ottawa.

11. Any railway or railways, any part or parts of which is or are constructed of, or upon, wooden trestles the whole of which cannot be seen from an approaching train for a distance of at least one thousand feet, do, during the months of April, May, June, July, August, September, and October of each year, provide, place, and keep a watchman, track-walker, fire alarm signals, ballast flooring, zinc covering over caps and intersections or approved fireproof paint, as hereinafter directed, for the purpose of protecting the said trestles from fire; each company having the option of adopting any of the said foregoing methods of protection.

12. That every such company shall cause to be placed and maintained at every trestle less than thirty feet in length one barrel of a capacity of at least forty-five gallons, and on trestles over thirty feet in length a like barrel, upon or near each end, with intermediate barrels of the like capacity not more than one hundred and fifty feet apart: Provided, however, that pile trestles over streams or other bodies of water need not be furnished with intermediate barrels.
13. That every such company shall cause the said barrels to be kept filled with water.
14. That every such company shall cause all brush and dead grass to be removed from beneath and around every such trestle, and shall cause its right of way crossed by such trestle to be kept free from combustible matter.
15. That, on or in the neighbourhood of timber lands, or in localities distant from settlement, every such company shall cause to be provided pails for use at all trestles, and all watchmen and track-walkers shall carry such pails while upon duty at trestles.
16. That, where the protection provided is by watchman or track-walker, all trestles on main lines shall be inspected at least twice each twenty-four hours, at intervals of not less than eight hours, and once every twenty-four hours on branch lines.
17. That, in the event of any such barrel or pail not being in good and efficient condition for holding water, every such watchman or track-walker shall forthwith repair or replace the same, or, if it cannot be done by him, he shall forthwith report such condition to his superior officer. Every such watchman or track-walker shall see that water barrels are at all times kept filled to within ten inches of the top, or forthwith report same to his superior officer. Every such watchman or track-walker, whenever any such trestle is injured by fire, shall, as soon as possible thereafter, report the same to his superior officer.
18. That the fire alarm signals be equal, in the opinion of an Engineer of the Board, to the Montauk Thermostat.
19. That if fireproof paint is used, one coat thereof, at least equal to the Clapp Fireproof Paint, be applied at least every five years.
20. That the ballast flooring be of gravel and be at least equal to the standard of the flooring adopted by the Great Northern Railway Company, plans of which are on file with the Board under file No. 4966, Case 1860. This flooring consists in a complete coating of gravel from beneath the head of the rail to the ties, extends laterally from outside guardrail to outside guardrail.
21. That if zinc or galvanized iron is used, the caps, stringers, and the outside of the batter posts of every such trestle, and, if the company desires, the ties, be covered with a zinc or galvanized iron covering.
22. That every such railway company failing or neglecting to comply with any of the provisions of Clauses 11 to 21, both inclusive, of this Order, shall be subject, in addition to any other liability which the said company may have incurred with respect thereto, to a penalty of thirty dollars.
23. That every such watchman or track-walker failing or neglecting to make inspection in accordance with Clause 16 of this Order, or failing or neglecting to make any of the reports he is required to make under Clause 17 thereof, or otherwise defaulting in any of the duties imposed upon him by this Order, shall be subject, in addition to any other liability which he may have incurred, to a penalty of fifteen dollars for each such failure or neglect.
24. That every such railway company shall cause every such watchman or track-walker to be furnished with a copy of this Order.
25. Between April 1 and October 31, both inclusive, of each year, the railway company shall take all reasonable precautions to eliminate the danger of fires being set by passengers and employes throwing burning smoking

materials from trains. On open or mountain observation cars and on observation platforms, and in cars or compartments in which smoking is permitted, and the windows of which are not fully screened, suitable warning notices shall be prominently displayed (the notices on open observation cars and on observation platforms to be placed on the railing and not higher than three feet six inches above the floor). In addition, on all trains operating through National and Provincial Parks, Forest Reserves, and other forest territory, cuspidors or receptacles shall be placed on open observation cars, and/or mountain observation cars, and upon observation platforms where smoking is permitted.

26. That every such railway company establish and maintain fire-guards along the route of its railway as the Chief Operating Officer may prescribe. The nature, extent, establishment, and maintenance of such fire-guards shall be determined as follows:—

(a) The Chief Operating Officer shall from time to time prepare and submit to every such railway company a statement of the location and of measures necessary for establishing and maintaining the routes of such railways in a condition safe from fire, so far as may be practicable.

(b) Said measures may provide for the cutting and disposal by fire or otherwise of all or any growth of an inflammable character, and the burning or other disposal of debris and litter, on a strip of sufficient width on one or both sides of the track; the ploughing or digging of land in strips of sufficient width on one or both sides of the track; and such other work as may, under the existing local conditions and at reasonable expense, tend to reduce to a minimum the occurrence and spread of fire.

(c) Said statements of the Chief Operating Officer shall be so arranged as to deal with and prescribe measures for each separate portion of such railway upon and adjacent to which the fire risk calls for specific treatment. The intention shall be to adjust the protection measures to the local conditions, and to make the expense proportionate to the fire risk and possible damage.

(d) Said statements of the Chief Operating Officer shall prescribe dates on or within which the foregoing protective measures shall be commenced and completed, and the fire-guards maintained in a clean and safe condition.

(e) No such railway company shall permit its employees, agents, or contractors to enter upon land under cultivation to construct or maintain fire-guards without the consent of the owner or occupant of such land.

(f) Wherever the owner or occupant of such land objects to the construction or maintenance of fire-guards, on the ground that the said construction or maintenance would involve unreasonable loss or damage to property, the company shall *at once* refer the matter to the Board giving full particulars thereof, and shall in the meantime refrain from proceeding with the work.

(g) No such railway company shall permit its agents, employees, or contractors to leave gates open, or to cut or leave fences down, whereby stock or crops may be injured, or to do any other unnecessary damage to property in the construction or maintenance of fire-guards.

27. That, in carrying out the provisions of Section 280 of the Railway Act, which enacts that "the company shall at all times maintain and keep its right of way free from dead or dry grass, weeds and other unnecessary combustible matter," no such railway company, or its agents, or contractors, between the first of April and the 31st of October, both inclusive, shall burn, or cause to be burned, any ties, cuttings, debris, or litter upon or near its right of way except under such supervision as will prevent such fires from spreading beyond the strip being cleared. The Chief Operating Officer or other authorized officer of the Board may require that no such burning be done along specified portions of the line of any such railway, except with the written permission or under the direction of the Chief Operating Officer or other authorized officer of the Board.



28. That the railway company provide and maintain a force of fire rangers fit and sufficient for efficient patrol and fire-fighting duty during the period from the first day of April to the 31st day of October, both inclusive, of each year; and the methods of such force shall be subject to the regulations of the Board and be under the direction of the Chief Operating Officer or other authorized officer of the Board.

29. That the Chief Operating Officer each year shall prepare and submit to each and every railway company a statement of the measures such railway companies shall take for the establishment and maintenance of said specially organized force. Said statements, among other matters, may provide for,—

(a) The number of men to be employed on the said force, their location and general duties, and the methods and frequency of the patrol;

(b) The acquisition and location of necessary equipment for transporting the said force from place to place and the acquisition and distribution of tools and other equipment suitable for fire-fighting;

(c) Any other measures which are considered by him to be essential for the immediate control of fire and may be adopted at reasonable expense.

30. That every such railway company shall instruct and require its sectionmen and other employees, agents, and contractors to take measures to report and extinguish fires on or near the right of way as follows:—

(a) Conductors, engineers, or trainmen who discover or receive notice of the existence and location of a fire burning upon or near the right of way or of a fire which threatens land adjacent to the right of way, shall report the same by wire to the Superintendent, and shall also report it to the agent or persons in charge at the next point at which there shall be communication by telegraph or telephone, and to the first section employees passed. Notice of such fire shall also be given immediately by a system of warning whistles, or by such other method as may be approved by the Board.

(b) It shall be the duty of the superintendent, or agent, or person so informed to notify immediately the nearest forest officer and the nearest section employees of the railway of the existence and location of such fire.

(c) When fire is discovered, presumably started by the railway, such sectionmen or other employees of the railway as are available shall, either independently or at the request of any authorized forest officer, proceed to the fire immediately and take action to extinguish it: Provided such sectionmen or other employees are not at the time engaged in labours immediately necessary to the safety of trains.

(d) In case the sectionmen or other employees available are not a sufficient force to extinguish the fire promptly, the railway company shall, either independently or at the request of any authorized forest officer, employ such other labourers as may be necessary to extinguish the fire; and as soon as a sufficient number of men, other than the sectionmen and regular employees, is obtained, the sectionmen and other regular employees shall be allowed to resume their regular duties.

(e) The provisions of this section shall apply to all fires occurring within three hundred feet of the railway track, unless proof shall be furnished that such fires were not caused by the railway.

(f) The provision with respect to extinguishing of fires shall extend to a point three hundred feet from the main tracks, except where a public road adjacent to the right of way parallels the railway tracks within a distance of three hundred feet, in which case fire shall be extinguished between the right of way fence and the driven portion of the roadway, providing that the railway company's forces shall follow fires which spread from the railway to and/or upon the lands to which they may spread.

31. The railway company shall forward promptly to the Chief Operating Officer of the Board at Ottawa a report on the approved form of every fire, other than such fires as are started by railway forces to clear the right of way and are



confined within the right of way limits, in any National Park, Provincial Park, Forest Reserve, and or forest territory burning an area of 100 square feet or more, originating within three hundred feet of the main tracks, or that burn into the company's right of way from adjoining lands, except property fires in the built-up portions of cities, towns, and villages. The probable cause of each fire should, if possible, be determined.

32. That every such railway company give particular instructions to its employees in relation to the foregoing regulations, and cause such instructions to be posted at all stations, terminals, and section tool houses along its lines of railway. In case said instructions are not also carried in employees' time tables during said prescribed period, or in "operating" and "maintenance of way" rule books, they shall, previous to April 1st of each year, be reissued to all employees concerned, in the form of special instructions. The Chief Operating Officer may waive the above requirements, in whole or in part, as to lines or portions of lines where, in his judgment, the fire danger is not material.

33. Fire reports submitted under this Order are declared to be privileged, and shall only be made public or given out upon application therefor by Order or direction of the Board.

34. These regulations shall not be deemed to be mandatory in respect of any fire which has not been caused by the railway, but the provisions of this section shall not relieve the railway companies from the duty of reporting and extinguishing fires as provided in section 30 hereof.

35. That every such railway company allowing or permitting the violation of, or in any respect contravening or failing to obey, any of the foregoing regulations, except Nos. 11 to 21, both inclusive, violations for which are by paragraph 22 of this Order made subject to a penalty of thirty dollars, be subject, in addition to any other liability which the said company may have incurred, to a penalty of one hundred dollars for every such offence.

36. That if any employee or other person included in the said regulations fails or neglects to obey the same, or any of them, except Nos. 11 to 21, both inclusive, violations for which are by paragraph 23 of this Order made subject to a penalty of fifteen dollars, he shall, in addition to any other liability which he may have incurred, be subject to a penalty of twenty-five dollars for every such offence.

H. GUTHRIE,  
*Chief Commissioner.*

#### GENERAL ORDER No. 549

*In the matter of the application of the Canadian Passenger Association for approval of proposed revision of regulations governing baggage car traffic in Canada, as prescribed by General Order No. 151, dated 8th November, 1915, as amended.*

File No. 23328

MONDAY, the 23rd day of December, A.D. 1935.

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*  
S. J. McLEAN, *Assistant Chief Commissioner.*  
F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*  
Hon. T. C. NORRIS, *Commissioner.*  
J. A. STONEMAN, *Commissioner.*  
G. A. STONE, *Commissioner.*

Upon reading what is filed in support of the application, and the report and recommendation of the Assistant Chief Traffic Officer of the Board,—

*It is ordered:*

1. That the regulations governing baggage car traffic in Canada, attached hereto marked "A," be, and they are hereby, prescribed for the observance

of every railway company within the legislative authority of the Parliament of Canada, therein referred to as "the carrier."

2. That the said regulations come into force on the 15th day of February, 1936.

3. That General Orders numbered 151, 179, 181, 191, 262, 444, 450, 491, and 533, dated respectively November 8, 1915; January 29, 1917; February 3, 1917; May 26, 1917; May 8, 1919; June 20, 1927; September 24, 1927; March 9, 1931; and March 22, 1935, made herein, be, and they are hereby, rescinded.

H. GUTHRIE,

*Chief Commissioner.*

"A"

## REGULATIONS GOVERNING BAGGAGE CAR TRAFFIC IN CANADA

### PERSONAL BAGGAGE

*Rule 1. (a)* Personal baggage consists of wearing apparel, toilet articles, and similar effects for actual use and necessary and appropriate for the wear, use, comfort and convenience of the passenger for the purposes of the journey and not intended for other persons or for sale. See also Rule 17.

(b) The carrier will not be responsible for loss of or damage to money, jewelry, negotiable papers and like valuables, liquids, perishable or fragile articles enclosed in baggage, nor for damage caused by same.

(c) Baggage must be enclosed in receptacles provided with handles, loops, or other suitable means for attaching checks, and sufficiently strong to withstand necessary handling, such as trunks, valises, telescopes, suit cases, leather hat boxes, satchels, medium sized boxes (constructed of wood or heavy card or fibre board), and soldier, sailor or immigrant bags.

(d) Receptacles when not securely locked will not be received or checked except on condition that no liability will be assumed for loss of articles therefrom, whether resulting from negligence of the carrier, its servants or agents or otherwise howsoever.

### SAMPLE BAGGAGE

*Rule 2. (a)* Sample baggage consists of samples of merchandise and salesmen's catalogues carried by commercial travellers for the purpose of enabling them to make sales of goods similar to the samples carried or as shown in the catalogues, and not for sale or free distribution, by the owner or owners, their branch houses, customers or others. See also Rule 18.

(b) Money, jewelry, negotiable papers and like valuables, liquids, perishable or fragile articles should not be enclosed in sample baggage to be checked.

(c) Sample baggage must be enclosed in sample trunks or sample cases securely locked, sufficiently strong to withstand necessary handling (not in boxes, crates, or barrels).

EXCEPTION: Sample whips, fishing rods, club paraphernalia (such as golf clubs, hockey and lacrosse sticks, etc.) and other rigid articles may be enclosed in flexible cases, bundles or other containers not exceeding ninety inches in length, and are not subject to charge for excess size.

### EXCESS VALUE

*Rule 3. (a)* The carrier will not accept for transportation from any one passenger baggage and/or other property that is declared to exceed \$2,500 in value.

(b) The carrier shall not be liable in respect of or consequent upon loss of or damage or delay to any personal baggage whether caused by or resulting from negligence of the carrier, its servants or agents or otherwise howsoever for

any amount in excess of \$100 for any such baggage belonging to and checked for an adult passenger and \$50 for any such baggage belonging to or checked for a child travelling on a half fare ticket, which amounts shall be deemed to be the respective values of such baggage, whether charged for as excess size or excess weight baggage or carried as free allowance, unless greater values are declared and extra charges paid at time of checking in accordance with the carrier's current tariff.

(c) Charges for declared excess valuation must be prepaid.

#### CHECKING

*Rule 4. (a)* The checking of baggage and articles carried in regular baggage service attaches only to a ticket when the baggage or other article offered for checking is the property of and is to be carried for the passenger to whom the ticket belongs.

(b) Checks may be issued to destination of ticket, or to an intermediate point via route of ticket (except that holders of round trip tickets permitting stop-overs may check baggage or property to a point intermediate to destination, or to a point beyond destination en route on return trip). Tickets used for the checking of baggage or property intermediate to destination will be honoured for the re-checking of baggage or property from an authorized stop-over point, but not from an unauthorized stop-over point. Baggage and other articles will not be checked to destinations where delivery or intermediate carriage must be by highway bus lines, except where specifically authorized by carrier's current tariff.

(c) Baggage or property consisting of two or more pieces may be checked to not more than two destinations at the same time on the same ticket.

(d) Baggage or other articles to be checked must be presented with ticket to baggage agent at the station or wharf in sufficient time prior to the departure of train or steamer to permit of the proper recording, weighing or measuring, and the issue of the necessary checks for same.

(e) The carrier shall endeavour to forward such baggage or other articles on same train or steamer with passenger but will not be responsible for failure to do so.

#### BABY CARRIAGES, ETC.

*Rule 5. (a)* Baby carriages, collapsible cribs or playpens, go-carts, baby sleighs, children's velocipedes and tricycles or similar articles, when used in connection with the journey of a child, and containing only essential articles such as pillows, robes and blankets securely fastened, will be checked and included in weight of passenger's baggage and carried at owner's risk. See also Rule 12.

(b) The carrier will not be responsible in any case for loss of or damage to such articles as pillows, robes and blankets carried in baby carriages, etc.

#### BICYCLES

*Rule 6. (a)* Bicycles in trunks will be checked and included in weight of passenger's baggage, and carried at owner's risk.

(b) Bicycles not in trunks (lamps, cyclometers and tool bags to be removed) will be checked and included in weight of passenger's baggage, and carried at owner's risk.

(c) Where vehicle transfer is involved, bicycles not in trunks will be checked only to such transfer points.

#### INVALID COTS, LITTERS AND STRETCHERS, AND INVALID CHAIRS

*Rule 7. (a)* Invalid cots, litters and stretchers, and invalid chairs (including those propelled by electricity or by gasoline—gasoline removed from tank), for use of invalid travelling on same train, will be checked and included in weight of passenger's baggage and carried at owner's risk.



(b) Invalid cots, litters and stretchers, and invalid chairs (empty), when used by invalid in opposite direction, will be checked upon payment of charge in accordance with carrier's current tariff and carried at owner's risk.

DOGS AND DOG SLEDS, ALSO SMALL HOUSEHOLD PETS, SUCH AS CATS, BIRDS, ETC.  
DOGS AND DOG SLEDS

*Rule 8* (a) Dogs not exceeding twenty-five dollars (\$25) in value, and provided with securely fitting collar or harness, and chain or leash, if properly muzzled, all of sufficient strength, or in crates of sufficient strength, provided with handles, and if accompanied by owner or caretaker, will be checked and transported in baggage cars on payment of charge in accordance with carrier's current tariff. Dogs properly crated or boxed may be checked through irrespective of vehicle transfers en route, but dogs on chain or leash will not be checked beyond a transfer point where a vehicle transfer is involved.

(b) Dogs used in producing a theatrical performance or other entertainment, as specified in rule 13, will be considered as entertainment paraphernalia, provided they are carried in strong crates or other substantial containers fitted with handles, and will be handled under the provisions of Rule 13.

(c) Dogs intended for exhibition, bench shows, field trials, races, or coursing matches, or uncrated dogs will not be regarded as public entertainment paraphernalia, but will be handled in accordance with the provisions of this rule, except that dogs intended for exhibition or bench shows may be handled in special baggage cars in accordance with special baggage car rules.

(d) Dogs must be claimed immediately upon arrival at destination, otherwise they may be disposed of at the carrier's discretion. Carriers do not assume obligation to feed or water dogs en route or to store or care for them at stations.

(e) When checked from stations where an agent is on duty, all charges must be prepaid.

(f) Dogs do not form any part of the free baggage allowance, and the charge therefor is separate from and has no connection with the charge for excess baggage, except when forming part of entertainment paraphernalia as provided for in Rule 13.

(g) Any dog or crate of dogs of a declared value exceeding twenty-five dollars (\$25), will not be transported in baggage service.

(h) The carrier will not be responsible for any sum greater than twenty-five dollars (\$25) for loss of or injury to any one dog on chain or leash, or shipment of dogs in crate, whether caused by or resulting from negligence of the carrier, its servants or agents, or otherwise howsoever.

(i) Dog sleds will be checked upon payment of charge in accordance with carrier's current tariff. The carrier will not be responsible in any case for loss of or damage to any articles attached to or carried thereon. See also Rule 11.

SMALL HOUSEHOLD PETS, SUCH AS CATS, BIRDS, ETC.

(j) When accompanied by a passenger presenting valid transportation, small household pets (such as cats, birds, etc.) when in substantial crates or cages and of a declared value not exceeding twenty-five dollars (\$25) per crate or cage containing one or more pets, will be transported in baggage cars on payment of charge in accordance with carrier's current tariff.

(k) Pets will not be checked beyond junction points where vehicle transfer is required.

(l) Pets must be claimed immediately upon arrival at destination. Carriers do not assume obligation to store or care for pets at stations. Passengers must attend to feeding and watering pets en route and at stations.

(m) When pets are checked from a station where an agent is on duty, all charges must be prepaid.



(n) Pets do not form any part of the free baggage allowance and the charge therefor is separate from and has no connection with the charge for excess baggage.

(o) The carriers will not accept nor transport in regular baggage service small household pets, such as cats, birds, etc., where the declared value is more than twenty-five dollars (\$25) per shipment.

(p) The carriers will not be responsible for any sum greater than twenty-five dollars (\$25) for loss of or injury to any one pet or shipment of pets in crate or cage, whether caused by or resulting from negligence of the carrier, its servants or agents or otherwise howsoever.

### RACING SHELLS AND RACING CANOES FOR REGATTAS

*Rule 9.* Racing shells or racing canoes for regattas when accompanied by persons in charge will be handled only in extra baggage cars on trains acceptable to the carriers and charged for in accordance with current tariff. See also Rule 11.

### CANOEES

*Rule 10.* Canoes not exceeding eighteen (18) feet in length will be checked upon payment of charge in accordance with carrier's current tariff. Canoes do not form any part of the free baggage allowance and the charge therefor is separate from and has no connection with the charge for excess baggage. Not more than one canoe will be checked on one ticket. See also Rule 11.

### LIMITED LIABILITY

*Rule 11.* The carrier shall not be liable in respect of or consequent upon loss of or damage or delay to any receptacle, package or bundle containing any of the articles specified in Rules 8 (i) 9 and 10 of these regulations and the contents thereof or any of such articles not contained in a receptacle, package or bundle for any amount in excess of \$5, whether such loss, damage or delay is caused by or results from the negligence of the carrier, its servants or agents or otherwise howsoever, which sum shall be deemed to be the value of any such receptacle, package or bundle or such article not so contained, unless a greater value is declared and extra charge paid at time of checking in accordance with the carrier's current tariff.

### MISCELLANEOUS ARTICLES

*Rule 12.* The following miscellaneous articles other than baggage will be checked and included in the weight of passenger's baggage and carried at owner's risk, namely: adding machines in trunks or boxes, automobile tow bars (need not be enclosed), baby carriages, collapsible cribs or playpens, go-carts, baby sleighs, children's velocipedes and triecycles or similar articles (see Rule 5), beach chairs (collapsible and roped), bed rolls, wrapped in canvas or other strong material and securely roped, bicycles (see Rule 6 (a) bundles containing personal baggage properly wrapped in canvas or other strong material (paper, wrapping excepted) and securely roped, calculating machines in trunks or boxes, campers' and sportsmen's outfits, consisting of tent poles not exceeding fifteen (15) feet in length, tents, small bundles of bedding, and folding cots when securely wrapped, roped or strapped, also cooking utensils and provisions when in boxes or crates, chests (cedar, walnut, ornamental, etc.) when containing personal baggage only, as described in Rule 1, and crated or boxed, club paraphernalia, such as baseball, cricket, football, golf, hockey, lacrosse, lodge polo, soccer, etc., when in closed receptacles, cots for use of invalid travelling on same train (see Rule 7), curling stones, dental equipment in closed receptacles, empty trunks or other baggage containers, fishing rods properly encased, guns

(unloaded) in wooden or leather cases, invalid chairs and litters for use of invalid travelling on same train (see Rule 7), kits (special ophthalmic travelling) Department of Soldiers' Civil Re-Establishment (between stations in Canada only) when accompanied by passenger (maximum weight of kit 250 pounds), miners' and prospectors' packs, mine rescue paraphernalia in closed receptacles, musical instruments in closed receptacles, outboard motors when in trunks or other rigid containers and gasoline removed from tanks, saddles in bags, travellers' rugs when properly secured, skis, snow shoes, steamer chairs, collapsible and roped, stretchers for use of invalid travelling on same train (see Rule 7), surf boards, surveyors' tools and tripods, wrapped, except transits, levels, compasses and other similar instruments liable to injury, test weights when properly packed for safe handling (except that weights weighing twenty-five pounds or more, each provided with handle, need not be enclosed), tools (carpenters', mechanics', etc.) when in tool chests or otherwise properly enclosed, toboggans, with necessary attachments only, such as ropes and cushions, typewriters in trunks or boxes.

#### ENTERTAINMENT PARAPHERNALIA

*Rule 13 (a)* Property and scenery, domestic and trained animals, except dogs on chain or leash, calcium light cylinders (consisting of one cylinder containing hydrogen gas and one cylinder containing oxygen gas), stereopticon outfits, moving picture machines (but not including moving picture films), musical instruments, tents and tent poles (not exceeding fifteen feet in length), balloons, securely wrapped and roped, and other paraphernalia of size and character convenient for safe handling in baggage cars, used in producing a theatrical performance, concert, lecture or other public and, or private entertainment indoors or out-of-doors, which may be loaded in ordinary baggage cars, will be transported in regular baggage service subject to the weight allowance shown in paragraph (a), Rule 17, and excess weight charged for at regular excess baggage rates, or in special baggage car (subject to special baggage car rules), at the convenience of the carrier, except that no article or animal weighing over 250 pounds will be accepted for transportation in regular baggage service.

NOTE: Trunks containing wearing apparel for use either on or off the stage are subject to the provisions of Rule 20.

(b) Advertising frames, window cards, and similar advertising matter when enclosed in trunks, boxed or crated, carried by advance agents, will be checked and transported in baggage cars and included in the weight of passenger's baggage.

(c) Tent poles (exceeding fifteen (15) feet in length), seats, merry-go-rounds, ferris wheels and similar wheels, or vehicles of any description unless knocked down, will not be handled in regular baggage service.

(d) Aeroplanes, airships, automobiles, motor-cycles, and other conveyances or machines propelled or operated by engines or motors, attached or detached, will not be accepted for transportation in regular or special baggage car service, and applicants will be referred to the Freight Department or Express Company, except that when such form part of the equipment of circuses, carnival companies, street fairs, or similar organizations, or such conveyances or machines are used in performances of theatrical companies, they may be transported in special baggage cars subject to special baggage car rules.

Such articles will not be accepted for shipment unless the gasoline is drained from the tanks of these machines.

Racing motor boats and racing automobiles will not be accepted for transportation in regular or special baggage car service.

(e) Explosives (including fireworks) and other dangerous articles such as gasoline, matches, moving picture films, etc., will not be transported in regular or special baggage car service. See Rule 16 (c).

(f) Domestic and trained animals weighing not more than two hundred and fifty (250) pounds each, used in producing a theatrical performance or other entertainment, will be checked and transported in baggage cars in regular baggage car service, or in special baggage cars, subject to special baggage car rules, at the convenience of the carrier, under the following conditions:—

(1) They must be accompanied by owners or caretakers who have purchased proper tickets, and who will provide proper facilities for feeding, watering, loading and unloading wherever necessary.

(2) They must be properly presented for shipment, which shall be made at convenience of the carrier.

(3) If animals are crated, charge shall be based on the actual weight with baggage allowance as shown in Rule 17.

(4) If not crated, the animals, except dogs on chain or leash, must either be weighed or a careful estimate made of the weight, and charges made accordingly, minimum charge for uncrated animals to be two dollars (\$2). Dogs on chain or leash will be handled in accordance with Rule 8. Animals on leash will not be checked beyond a transfer point where a vehicle transfer is involved.

(5) Animals which may be dangerous, inconvenient, or undesirable to transport in baggage cars in regular service, such as elephants, lions, etc., and those weighing more than two hundred and fifty (250) pounds, will be handled only in special baggage cars, subject to special baggage car rules, or handled under special circus contracts.

(6) The animals which may be accepted for transportation in baggage service are only those which are used exclusively and regularly in giving theatrical performances, or other entertainments indoors or out-of-doors, *not including* race-horses, polo ponies, or animals owned by individuals for their private business or pleasure or for exhibition. Shippers of animals not acceptable for transportation in baggage service, or not otherwise provided for, should be referred to the Express or Freight Department.

(g) In the case of baggage and other property carried in regular baggage car service under this rule, the carrier shall not be liable for any claim in respect of or consequent upon the loss of or damage to such baggage or property except in the case of negligence of the carrier, its servants or agents, and in the case of such negligence, such liability shall not exceed the sum of twenty-five dollars (\$25) for any one animal or crate of animals, or container of musical instruments (which amount shall be deemed to be the value of any one animal, or crate of animals, or container of musical instruments) nor the sum of one hundred dollars (\$100) for all the baggage and property of any one adult passenger or fifty dollars (\$50) for all the baggage and property of any one child travelling on a half-fare ticket (which amounts shall respectively be deemed to be the value of all the baggage and property of any one adult passenger and child travelling on a half-fare ticket), whether charged for as excess size or excess weight baggage, or carried as free allowance, unless a greater value is declared and charges paid at the time of checking in accordance with the carrier's current tariff.

(h) Special baggage cars may be obtained in accordance with the carrier's tariffs, for the conveyance of articles covered by this rule, and in that case the provisions as to charges for excess weight and as to maximum weight and size of articles carried in regular baggage service shall not apply.

(i) In the case of baggage and other property carried in special baggage cars under this rule, the carrier shall not be liable for any claim in respect of or consequent upon the loss of or damage to such baggage or property, except in the case of negligence of the carrier, its servants or agents, and in the case of such negligence, such liability shall not exceed the sum of twenty-five dollars



(\$25) for any one animal, or crate of animals, or container of musical instruments (which amount shall be deemed to be the value of any one animal, or crate of animals, or container of musical instruments), nor the sum of one hundred dollars (\$100) for all the baggage and property of any one adult passenger or fifty dollars (\$50) for all the baggage and property of any one child travelling on a half-fare ticket (which amounts shall respectively be deemed to be the value of all the baggage and property of any one adult passenger and child travelling on a half-fare ticket), transported in such car or cars; and when cars are unaccompanied by passengers the total liability on contents of each car shall not exceed one hundred dollars (\$100), which sum shall be deemed to be the value of such baggage and property, whether charged for as excess size or excess weight baggage or carried as free allowance, unless a greater value, is declared and charges paid at time of checking in accordance with the carrier's current tariff.

(j) If a theatrical company or any member thereof, or other person engaging a special baggage car desires to declare a greater value than shown above on the whole or any part of their effects, the shipping agent will collect amount due for such declared extra value in accordance with the carrier's current tariff.

(k) The owner or his agent will so load such baggage and other property in a special baggage car as to prevent damage to or loss of such baggage or property in the ordinary course of transportation and will properly secure all doors and entrances to such car. The owner or his agent will also unload such baggage and property at destination with reasonable promptness and remove the same from the premises of the carrier immediately thereafter, otherwise the carrier may treat such baggage and property as unclaimed baggage subject to storage charges, and animals may, at the option of the carrier, be sold and out of the money rising from such sale the carrier may retain all reasonable charges and expenses of such detention and sale, paying over the surplus, if any, of such money to the person or persons entitled thereto.

(l) The carrier assumes no liability for loss or damage resulting from delay to baggage or property handled under this rule.

#### SPECIAL BAGGAGE CARS FOR EXCURSIONS

*Rule 14.* (a) When a special baggage car is furnished on excursion trains run for picnics and similar purposes, members of the party may be permitted to load in such car (without checking) baskets of provisions, baby carriages and other paraphernalia incidental to the occasion, and all such articles shall be considered to be in the exclusive care and custody of the owners, and carried free, but only upon condition that the carrier shall not be responsible for any claims resulting from loss of or damage or delay to any such article, whether caused by or resulting from negligence of the carrier, its servants or agents, or otherwise howsoever.

(b) When special baggage cars are furnished for military excursions members of the party may be permitted to load into such cars without checking camp equipment and other paraphernalia incidental to the occasion and all such articles shall be considered to be in the exclusive care and custody of the owners, and carried free, but only upon condition that the carrier shall not be responsible for any claims resulting from loss of or damage or delay to any such articles whether caused by or resulting from negligence of the carrier, its servants or agents, or otherwise howsoever.

When a special baggage car or palace horse car is furnished for a military excursion, not more than twelve horses will be carried for any one excursion and then only at rates in accordance with the carrier's current tariff.

When horses are carried in connection with military excursions, carrier shall not be liable for any claim in respect of loss of or injury to any such horses except in the case of negligence of the carrier, its servants or agents, resulting



in a collision of the train on which such horses are carried or in the throwing of the car containing such horses from the track during transportation, and in the case of such negligence such liability shall not exceed the sum of twenty-five dollars (\$25) for the loss or injury to any one horse; which amount shall be deemed to be the value of such horse unless a greater value is declared and charges paid at time of shipment in accordance with the carrier's current tariff.

### CORPSES

*Rule 15.* (a) A corpse will be transported in baggage service at rates in accordance with carrier's current tariff, providing the corpse be accompanied on the same train by an adult holding proper transportation.

(b) A corpse will be accepted for transportation only on presentation of legal form of transit permit, properly filled out and signed, showing that the body has been prepared for shipment in accordance with the law.

(c) A corpse will not be checked to a destination where delivery or intermediate carriage must be by highway bus lines, nor beyond a station at which a vehicle transfer is required, except where special authority is given. The escort of the corpse will be required to make all arrangements for such transfer.

(d) Carriers will not assume responsibility for any damage to glass or other fragile fittings of burial caskets, nor for any damage growing out of or incident to the cracking or breaking of such glass or fittings. When a corpse is checked to a non-agency station the carriers assume no responsibility for the care of the corpse at such destination.

(e) Each corpse box must have not less than six handles and be plainly marked, showing name of deceased, destination, route and to whom consigned.

(f) Escort will be required to present a separate ticket for his or her own transportation, endorsed as per carrier's current tariff.

(g) Baggage of deceased may be checked upon presentation of the corpse ticket in accordance with the regulations governing the transportation of baggage of a passenger.

(h) A corpse will not be accepted or transported if it be offensive or if fluids are escaping from the case, notwithstanding the presentation of permits or certificates.

(i) When a casket and dead body presented for shipment in baggage service weighs more than five hundred (500) pounds, the excess weight will be charged for at current excess baggage rates.

(j) Two or more bodies may be transported with one person in charge.

(k) A reasonable quantity of flowers properly tagged or marked may accompany the corpse, for which no charge will be made and for which no liability will be assumed.

### EXPLOSIVES AND INFLAMMABLE ARTICLES

*Rule 16.* (a) Explosives (including fireworks) and other dangerous articles such as gasoline, matches, etc., must not be transported in baggage service.

(b) Passengers are cautioned against carrying dangerous articles such as matches, fireworks, gunpowder, cartridges, etc., in baggage. Section 349, subsection 1) of the Canadian Railway Act reads as follows: "No passenger shall carry, nor, except in conformity with any order or regulation made by the Board in that behalf, shall the company be required to carry upon its railway, gunpowder, dynamite, nitroglycerine, or any other goods which are of dangerous or explosive nature."

(c) Moving picture films will be not carried in baggage service, except the railway companies are permitted to carry their own non-inflammable moving picture films in regular or special baggage car service.

## PERSONAL BAGGAGE ALLOWANCE

*Rule 17. (a)* Subject to limitations as shown in Rules 19 and 20 (and except as otherwise provided in this rule or in tariff under which ticket is sold), one hundred and fifty (150) pounds of baggage not exceeding one hundred dollars (\$100) in value, will be checked without charge for each adult passenger, and seventy-five (75) pounds, not exceeding fifty dollars (\$50) in value, for each child travelling on a half fare ticket.

(b) On "Round-the-World" tickets, subject to limitations shown in Rule 19, there will be checked without charge three hundred and fifty (350) pounds of baggage, not exceeding one hundred dollars (\$100) in value, for each adult passenger, and one hundred and seventy-five (175) pounds, not exceeding fifty dollars (\$50) in value, for each child travelling on a half fare ticket.

To secure above allowance, where passengers are en route to trans-Atlantic or trans-Pacific points, they must present at time of checking, a through railroad ticket reading up to the Atlantic or Pacific coast port (as the case may be) and an order or ticket covering steamship transportation beyond, provided both the railroad ticket and the steamship order or ticket are stamped "Round-the-World." Where passengers, however, are returning to original starting point in the United States or Canada, only the presentation of a railroad ticket from port of entry to destination (stamped "Round-the-World") will be required.

(c) On Trans-Pacific tickets (i.e., tickets reading to or from Trans-Pacific points and stamped "Trans-Pacific") subject to limitations shown in Rule 19 there will be checked without charge three hundred and fifty (350) pounds of baggage, not exceeding one hundred dollars (\$100) in value, for each adult passenger, and one hundred and seventy-five (175) pounds, not exceeding fifty dollars (\$50) in value, for each child travelling on a half fare ticket.

To secure the above allowance, where passengers holding such tickets are en route to Trans-Pacific points, they must present, at time of checking, a through railroad ticket reading up to the Pacific Coast port and an order or ticket covering steamship transportation beyond, provided both the railroad ticket and the steamship order or ticket are stamped "Trans-Pacific," "Coin Trans-Pacific" or "Domestic Trans-Pacific." Where passengers, however, are en route from trans-Pacific points, only the presentation of railroad ticket from Pacific Coast port to destination or to Atlantic port (stamped "Trans-Pacific") will be required.

(d) On colonist and coach tourist (but not first class) tickets issued in Europe, or at Canadian Atlantic port of landing in exchange for orders issued in Europe to all destinations in Canada, two hundred and fifty (250) pounds of baggage, not exceeding one hundred dollars (\$100) in value, will be checked without charge for each adult passenger and one hundred and twenty-five (125) pounds, not exceeding fifty dollars (\$50) in value, for each child travelling on a half fare ticket. The same free allowance will apply on tickets issued at Winnipeg at balance of colonist or coach tourist fares.

(e) Articles specified in Rule 12 shall be included in the weight of passenger's baggage.

## COMMERCIAL TRAVELLER'S BAGGAGE ALLOWANCE AND LIABILITY

*Rule 18. (a)* Subject to limitations as shown in Rules 19 and 20 and except as otherwise provided in carrier's current tariffs, three hundred (300) pounds of sample and personal baggage will be checked free between points of in Canada only, and then only on presentation of current year's Canadian Commercial Traveller's transportation privilege certificate (on which baggage privileges must be endorsed), together with Commercial Traveller's passage ticket, which must bear corresponding number. Unless otherwise specifically provided by

tariff, no special allowance beyond one hundred and fifty (150) pounds per ticket will be made Commercial Travellers presenting excursion, summer tourist, convention, or second-class tickets issued to the public, even though Commercial Traveller's certificate is presented with such ticket. Unless otherwise specifically provided by tariff, a free allowance of not more than one hundred and fifty (150) pounds of sample and personal baggage will be granted any Commercial Traveller who is not a member of a recognized Canadian Commercial Travellers' Association. Baggage may be checked to destination of ticket, or to an intermediate point, provided such point is on direct route of ticket, and must be weighed each time checked. Only one ticket will be honored in checking any one lot of sample baggage, except that when a Commercial Traveller is accompanied by an assistant who is solely in his employ, or that of the firm he represents, the authorized free allowance may be granted on each ticket.

(b) In consideration of special concessions granted to Commercial Travellers, the carriers will not be liable for any claims in respect or consequent upon any loss of or damage or delay to any sample or personal baggage transported for a Commercial Traveller as such, whether the same is charged for as excess baggage or carried as free allowance.

#### LIMIT OF WEIGHT

*Rule 19.* No single piece of baggage or other article of any class weighing more than two hundred and fifty (250) pounds (except immigrant and/or colonist baggage, checked at port of landing) will be accepted for transportation in regular baggage service.

#### EXCESS SIZE

*Rule 20. (a)* For any piece of baggage or other article transported in regular baggage service any dimensions of which exceeds forty-five (45) inches there will be a charge for each inch in excess of forty-five (45) inches for each such dimension equal to the charge for five (5) pounds of excess weight, measurements to include gable or dome shaped ends or similar protuberances.

(b) Any piece of baggage or other article, the greatest dimension of which exceeds seventy-two (72) inches will not be transported in regular baggage service.

(c) *Exceptions.*—This rule will not apply to the following:—

- (1) Automobile tow bars.
- (2) Baby carriages.
- (3) Beach chairs.
- (4) Bicycles not in trunks.
- (5) Campers' and sportsmen's outfits.
- (6) Canoes.
- (7) Club paraphernalia (such as baseball, cricket, football, golf, hockey, lacrosse, lodge, polo and soccer).
- (8) Corpses.
- (9) Cots (invalid).
- (10) Dogs or household pets in crates.
- (11) Dog sleds.
- (12) Entertainment paraphernalia, except trunks containing wearing apparel for use on or off the stage.
- (13) Fishing rods, properly encased.
- (14) Guns.
- (15) Immigrant baggage checked at port of landing.
- (16) Invalid chairs.
- (17) Litters.
- (18) Mine rescue paraphernalia.
- (19) Samples, as defined in exception to Rule 2 (c).
- (20) Skis.
- (21) Sleighs.



- (22) Snowshoes.
- (23) Steamer chairs.
- (24) Stretchers.
- (25) Surf boards.
- (26) Surveyors' tools and tripods.
- (27) Tent poles.
- (28) Toboggans.
- (29) Trans-Pacific and Round-the-World baggage.

#### EXCESS WEIGHT

*Rule 21.* (a) Baggage or any other articles specified in Rule 12 weighing more than the free allowance will be charged for in accordance with the carrier's current tariff.

(b) Charges for excess weight should be prepaid.

#### METHOD OF COMPUTING CHARGE FOR EXCESS WEIGHT, EXCESS SIZE AND MINIMUM CHARGE

*Rule 22.* Should a single lot of baggage be of excess weight or excess size, or both, the total charge will be computed by adding 5 pounds per inch of excess size to the number of pounds of excess weight and multiply the total number of pounds so computed by the excess baggage rate per hundred.

The following illustrates the method of computation:—

(1) If a trunk is 47 inches long, (and there is no excess weight) the extra charge would be computed on the basis of 2 inches (10 pounds).

(2) If a trunk is 47 inches wide and 49 inches long (and there is no excess weight) the extra charge would be computed on basis of 6 inches (30 pounds), since two of the dimensions exceed 45 inches.

(3) If a trunk is 47 inches high, 48 inches wide and 49 inches long (and there is no excess weight), the extra charge would be computed on the basis of 9 inches (45 pounds), as in that case three of the dimensions exceed 45 inches.

(4) If a trunk is 47 inches high, 48 inches wide and 49 inches long and there is 100 pounds excess weight, the extra charge would be computed on the basis of 9 inches (45 pounds for excess dimension) and 100 pounds for excess weight, total 145 pounds.

The minimum collection for any shipment of excess baggage, either of excess weight or excess size, or both, will be 25 cents.

No charge will be made for a fraction of an inch.

Charge for excess size must be made regardless of the number of tickets presented.

#### STORAGE

*Rule 23.* (a) Storage will be charged in accordance with carrier's current tariff on each piece of baggage or other article carried in regular baggage service, either inbound or outbound, checked, or not checked, remaining at stations or wharves over twenty-four hours.

#### Exceptions:

(1) Baggage and other articles will be held free when received at any hour Saturday and claimed before same hour Monday following, or when received at any hour Sunday and claimed before midnight Monday following. If not claimed within the time specified, storage will commence 24 hours after receipt of the baggage or other article. Dominion Holidays will be treated same as Sundays. When a Dominion Holiday falls on Saturday or Monday, or is observed on either of those days, the Sunday and the Dominion Holiday combined will be treated the same as Sunday. No deduction will be made for Sundays or Dominion Holidays after storage has begun.



(2) Sample baggage of Commercial Travellers holding current year's Commercial Travellers' transportation privilege certificates, arriving at stations in Canada after 1.00 p.m. Fridays, and also after 1.00 p.m. the Thursday preceding Good Friday, will be stored free of charge until midnight the Monday following. If not claimed within the time specified, storage will commence 24 hours after receipt of the baggage, except that if Monday is a Dominion Holiday sample baggage will be held free of storage until midnight of Tuesday following.

(3) Storage charges will be waived on baggage belonging to Trans-Pacific and Round-the-World passengers while en route through Canada.

(4) Immigrant baggage will be stored free of charge for any portion of a period of, but not exceeding, five days after arrival at Montreal, Toronto or Winnipeg.

NOTE: This concession is granted only when baggage has been checked through from port of landing to either Montreal, Toronto or Winnipeg, and is not granted when baggage is checked from port of landing to an intermediate point and there re-checked to Montreal, Toronto or Winnipeg.

(b) On any baggage or other article delivered at stations or wharves under claim or identification checks which is reclaimed and not checked out, or for which valid transportation is not produced showing that the owner is a passenger, storage will be charged at rate as per carrier's current tariff, without any free time allowance.

(c) Baggage or other articles in bond will be subject to storage charges when checked to and bonded on a station at which a Customs Officer is regularly on duty at train time. Such baggage and other articles in bond under other circumstances will not be subject to storage charges.

(d) After the expiration of 24 hours from the receipt of such baggage or articles in storage, the carrier shall be liable as a warehouseman only.

### LOST DUPLICATE CHECKS

*Rule 24.* If a passenger loses a duplicate baggage or parcel room check and can identify himself or herself to the satisfaction of the carrier as the owner of such baggage or article, it will be delivered on payment of charge in accordance with carrier's current tariff for lost duplicate check and on signing a lost duplicate check receipt. On return of lost check to carrier making collection, amount collected will be refunded.

### IDENTIFICATION CLAIM CHECKS

*Rule 25.* All baggage or other articles delivered at stations or wharves and not immediately checked to destination should bear a claim check or the baggage-men must be requested to issue an identification claim check when the baggage or other articles are received, otherwise no responsibility will be assumed by the carriers for such baggage or other articles left on their premises.

### GENERAL RULES

*Rule 26.* (a) Any articles not specified in the foregoing rules shall not be carried in regular baggage service. When passengers fail to disclose nature of articles offered for checking, and it develops en route or at destination that the transportation of such articles as baggage is not authorized herein, collection shall be made in accordance with carrier's current tariff. Such property shall be entirely at the risk of the owner, and the carrier shall not be liable for loss of or damage or injury to the same, whether caused by or resulting from negligence of the carrier, its servants or agents, or otherwise howsoever.

(b) When baggage or other articles are transported unaccompanied by passenger, collection shall be made in accordance with carrier's current tariffs.

(c) Passengers should make memorandum of their baggage check numbers.

(d) In the case of baggage or other articles checked upon a through ticket at any point in Canada for conveyance to another point in Canada over any railway or railways subject to the legislative jurisdiction of the Parliament of Canada, the carrier checking such baggage or other articles, in addition to its other liability under these regulations, shall be liable to the extent provided for by these regulations for any loss, damage or injury to such baggage or other articles caused by or resulting from the act, neglect or default of the connecting or other carrier to which such baggage or other articles may be delivered in Canada, and from which the connecting or other carrier is not by these regulations or otherwise by law relieved; and the carrier so checking the baggage or other articles shall be entitled to recover from the connecting or other carrier on whose line the loss, damage or injury shall have been sustained, the amount of such loss, damage or injury as it (the checking carrier) may be required to pay under this regulation, as may be evidenced by any receipt, judgment or transcript thereof; and except as provided by this regulation the liability of the carriers for loss of or damage or delay to baggage or other articles checked to points beyond their lines shall cease as soon as such baggage or article is delivered to the next connecting carrier.

(e) In case of non-delivery of baggage or other articles checked, notice must be given in writing to the originating or terminating carrier within twenty (20) days after arrival of passenger at destination. In case of damage or delay to baggage or other articles checked, or loss of any of the contents from a receptacle, such notice must be given within twenty (20) days after delivery of such baggage, article or receptacle. Otherwise the carrier shall not be liable.

(f) Baggage and other articles carried under these regulations from Canadian to United States points and vice versa, must be examined by Customs Officer, or they will be held at the Border. Passengers should attend to this personally.

(g) When any baggage or article is checked to a flag station it must be claimed by presenting duplicate check to train conductor or baggageman; otherwise baggage will be forwarded to first station beyond where an agent is on duty and must be claimed at that station.

(h) All baggage and articles left unclaimed in baggage rooms for twelve months, may be sold by public auction.

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### CIRCULAR No. 238

July 26, 1935.

*File No. 11026-75. Re Highway Crossings.*

Would you kindly furnish the Board with a statement showing the total number of highway crossings on your line in Canada that are protected, giving the number protected by each different form of protection, that is, gates, bells, wig-wags, flashing lights, overhead bridges, subways, or any other means of protection; also the number of unprotected highway crossings on your line in Canada.

Would you please have these subdivided with the information shown as to provinces.

P. F. BAILLARGEON.  
*Secretary.*



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86  
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# THIRTIETH REPORT

# BOARD OF RAILWAY COMMISSIONERS FOR CANADA

1934



rice, 25 cents.





DOMINION OF CANADA

THIRTIETH REPORT

OF THE

BOARD OF  
RAILWAY COMMISSIONERS  
FOR CANADA

FOR THE YEAR ENDED DECEMBER 31

1934



OTTAWA  
J. O. PATENAUDE  
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY  
1935

## THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA, 1934

*Chief Commissioner.*

S. J. McLEAN, M.A., LL.B., Ph.D., *Asst. Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

HON. T. C. NORRIS, *Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

A. D. CARTWRIGHT,  
*Secretary.*

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# REPORT OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA

*To the Governor in Council:*

Pursuant to the provisions of section 31 of the Railway Act, 1919, the Board of Railway Commissioners for Canada has the honour to submit its Thirtieth Report for the year ended December 31, 1934.

Since the publication of the last report there have been no amendments made to the Railway Act, 1919.

## PUBLIC SITTINGS OF THE BOARD

During the year covered by the period from January 1, 1934, to December 31, 1934, the Board held 40 public sittings at which 92 applications were heard. The number of public sittings held in the various provinces were as follows:—

Provinces	Number
Ontario.. . . .	19
Quebec.. . . .	1
Manitoba.. . . .	3
Saskatchewan.. . . .	5
Alberta.. . . .	3
British Columbia.. . . .	5
Nova Scotia.. . . .	2
New Brunswick.. . . .	2
Prince Edward Island.. . . .	0
Total.. . . .	40

The applications include a great variety of matters falling within the jurisdiction of the Board under the Railway Act, varying from a complaint of a private individual to weightier matters of general public interest affecting the community as a whole.

## FORMAL AND INFORMAL MATTERS

The number of informal matters dealt with by the Board, as distinguished from matters heard at public sittings, constitute a considerable percentage of the total applications and complaints dealt with by it; that is to say, of a total of 1,746 applications and complaints received and dealt with by the Board, 94.7 per cent were disposed of without the necessity of such formal hearing. These informal complaints, dealt with and settled without the necessity of hearing, entail in many instances a considerable amount of inquiry and consideration on the part of the Board's officials, and cover a wide range of subjects, as, for example, a complaint of a more or less trivial nature to a matter of general public interest affecting the community as a whole, or involving the application of some general principle regarding the railway rates.

## RAILWAY GRADE CROSSING FUND

In accordance with the provisions of subsection (5) of section 262 of the Railway Act, 1909, provision was made that the sum of \$200,000 each year, for ten consecutive years from the 1st day of April, 1909, be appropriated and set apart from the consolidated revenue fund for the purpose of aiding actual construction work for the protection, safety and convenience of the public in

respect of highway crossings of railways at rail level, in existence on the 1st day of April, 1909, the said sums to be placed to the credit of a special account to be known as "The Railway Grade Crossing Fund," to be applied by the Board, subject to certain limitations set out in the Act, and amending Acts, solely towards the cost (not including that of maintenance and operation) of actual construction work for the purpose specified. In 1919, the same sum was voted for another ten years and again in 1929. An amount of \$500,000 was transferred to the Railway Grade Crossing Fund from the Unemployment Relief Fund, 1930, and \$500,000 from the Unemployment and Farm Relief Fund, 1931-32; and \$500,000 by special vote of parliament in 1934.

In 1928, the Railway Act was amended by chapter 43, 18-19 George V, and provision was made that in the case of any one crossing the total amount of money to be applied by the Board out of the Railway Grade Crossing Fund, in providing protection, safety and convenience for the public, shall be 40 per cent of the cost of the actual construction work, and in no case shall the contribution exceed \$100,000.

Provision is also made that in case any Province contributes towards the Railway Grade Crossing Fund, the Board may apportion, direct and order payment out of the amount so contributed by such province for the purpose of the said fund, subject to any conditions and restrictions made and imposed by such province in respect of its contribution.

From the 1st day of April, 1909, to the 31st day of December, 1934, the Board ordered contributions from the Railway Grade Crossing Fund towards the protection of 1,487 crossings, as follows:—

By automatic interlocking plants.. . . .	14
Closing crossings.. . . .	181
Crossings eliminated.. . . .	96
Diversion and overhead bridge.. . . .	8
Diversion and subway.. . . .	6
Diversion to subway.. . . .	4
Electric bell.. . . .	203
Electric bell and flashlight.. . . .	2
Electric bell and wigwag.. . . .	454
Electric bell and wigwag and removing obstructions to view.. . .	7
Easing curve on approach to bridge.. . . .	1
Gates.. . . .	125
Gates automatic.. . . .	3
Gates electric.. . . .	1
Gates and half interlocker.. . . .	1
Grade reduction on crossing approaches.. . . .	6
Footbridge.. . . .	1
Lengthening ringing circuit of bells.. . . .	2
Lightning flash signals.. . . .	50
Overhead bridges.. . . .	90
Pedestrian subways.. . . .	2
Shelter (watchman).. . . .	1
Removing obstructions to view and reducing grade.. . . .	6
Removing obstructions to view.. . . .	93
Subways.. . . .	118
Tower (watchman).. . . .	3
Tunnel.. . . .	1
Floodlights.. . . .	1
Wigwags.. . . .	7

There were 229 highway diversions constructed which made it possible to close 181 crossings, and eliminate traffic from 96 crossings.

During the year 1934, protection was provided at 32 crossings, as follows:—

By diversion and subway.. . . .	2
Diversion and closing crossing.. . . .	1
Diversion and overhead bridge.. . . .	1
Electric bell and wigwag.. . . .	16
Pedestrian subways.. . . .	2
Removing obstructions to view.. . . .	3
Floodlights.. . . .	1
Subways.. . . .	6

Three highway diversions were constructed during the year, which made it possible to close three crossings.

During the year \$951,907.72 was paid out of the Railway Grade Crossing Fund.

### GENERAL DECISIONS AND RULINGS OF THE BOARD

The general decisions and rulings of the Board appear in the Semi-monthly Bulletin of the Board published through the King's Printer; and the principal decisions will also be found in the Canadian Railway Cases for the current year.

### APPEALS FROM RULINGS OF BOARD

There were two cases carried to the Supreme Court during the year, namely:—

1. Elizabeth Berg and Penn Coals, Limited, against Order 49760 in the matter of compensation in respect of coal mines and minerals in and under right of way of the Northern Alberta Railways.—Dismissed.
2. City of Montreal, Que., against Order 50840 in the matter of removal by the C.P.R. Co. of certain structures and works erected by said Company at certain streets in the City of Montreal along proposed branch line to be built through Prefontaine, Maisonneuve and Mercier Wards of said City and never completed. Question of Law.—Pending.

There was one case carried in appeal to the Governor General in Council during the year, namely:—

Parish of Notre Dame du Bon Conseil, Que., vs. C.N. Rys. against Order 50719 in the matter of crossing at Mitchell Station, Que.—Pending.

### ORDERS, GENERAL ORDERS AND CIRCULARS

The total number of orders issued for the year ended December 31, 1934, was 953. The number of general circulars issued by the Board, directed to all the railway companies subject to its jurisdiction, was 1. The general orders as distinguished from other orders of the Board are those affecting all railway companies subject to its jurisdiction, and are 8 in number for the year.

The general orders and circulars issued by the Board during the year ended December 31, 1934, will be found compiled under appendix "F" of this report.

### APPLICATIONS TO THE BOARD

The total number of applications, including informal complaints, made to the Board for the year ended December 31, 1934, was 1,746.

### TRAFFIC DEPARTMENT OF THE BOARD

In the Traffic Department of the Board the number of tariffs received and filed for the year ended December 31, 1934, was as follows:—

Freight tariffs, including supplements.. . . .	30,656
Passenger tariffs, including supplements.. . . .	7,915
Express tariffs, including supplements.. . . .	1,388
Telephone tariffs, including supplements.. . . .	456
Sleeping and parlour car tariffs, including supplements.. . . .	39
Telegraph tariffs and supplements.. . . .	14
Bridge tolls, including supplements.. . . .	8
	<hr/>
	40,476

The total number of tariffs filed from February 1, 1904, to December 31, 1934, was 1,775,058.

The details of the tariffs will be found under appendix "A" to this report.



## ENGINEERING DEPARTMENT OF THE BOARD

In the Engineering Department of the Board a large number of inspections were made covering the whole Dominion. These inspections for the year ended December 31, 1934, number 235, and cover inspections for the opening of a railway for the carriage of traffic, inspections of culverts, highway crossings, cattle guards, road crossings, bridges, subways and general inspections falling within the scope of the work of the Engineering Department.

Under appendix "B" will be found report of the Chief Engineer.

## OPERATING DEPARTMENT OF THE BOARD

Under the work of this department is included the inspection of locomotive boilers and their appurtenances, the inspection of safety appliances on cars and locomotives, the investigations into accidents causing personal injury or loss of life, the reporting on the locations of stations, matters of protection at highway crossings, and train and station services performed by the railway companies.

Under appendix "C" will be found report of the Chief Operating Officer of the department.

## ACCIDENTS AND ACCIDENT INVESTIGATIONS

On reference to the report of the Board's Chief Operating Officer, it will be seen that accidents to the number of 2,291, covering 282 persons killed and 2,317 persons injured, were reported to the Board during the year ended December 31, 1934, as compared with 1,991 accidents reported for the year 1933, covering 256 persons killed and 2,037 persons injured.

The figures given show:—

(1) Five passengers killed during the year 1933, and 4 passengers killed during the year 1934, a decrease of 1. The number of passengers injured was 244 as compared with 284 in 1934, an increase of 40.

(2) Forty-four employees killed in 1933 and 51 in 1934, an increase of 7. The number of employees injured was 1,272 in 1933, as compared with 1,542 in 1934, an increase of 270.

(3) Two hundred and seven others killed in 1933 and 227 in 1934, an increase of 20. The number of others injured was 521 in 1933, as compared with 491 in 1934, a decrease of 30.

It is pointed out that out of the 227 others killed 126, or 56 per cent, were trespassers, and that out of the 491 others injured 158, or 32 per cent, were trespassers.

It will be noted that of what may be termed preventable loss there were 126 killed under the heading "trespassers," and 158 injured. This is an increase of 8 in the number of killed and a decrease of 17 in the number of injured, as compared with the year 1933.

The following table shows the total, by provinces, as regards trespassers killed and injured for the year ended December 31, 1934:—

Provinces	Killed	Injured
Prince Edward Island.. . . .	2	0
Nova Scotia.. . . .	3	19
New Brunswick.. . . .	9	9
Quebec.. . . .	18	24
Ontario.. . . .	36	61
Manitoba.. . . .	11	8
Saskatchewan.. . . .	11	11
Alberta.. . . .	15	14
British Columbia.. . . .	21	12
Totals.. . . .	126	158

Attention is again directed to statement No. 15 setting out in detail the situation as regards highway crossing accidents during the past five years. It will be observed therefrom that there has been a total of 1,353 accidents, covering 466 persons killed and 1,769 injured.

Crossings protected by gates accounted for 21 persons killed and 72 injured. Crossings protected by bell accounted for 69 killed and 175 injured. Crossings protected by lightning flash signal accounted for 10 killed and 9 injured. Crossings protected by watchman accounted for 12 killed and 20 injured. Crossings unprotected accounted for 354 killed and 1,493 injured.

There have been 249 accidents at protected crossings, covering 112 persons killed and 276 injured, and at unprotected crossings there have been 1,104 accidents, covering 354 persons killed and 1,493 injured.

During the year 1934 there were 211 highway crossing accidents investigated, of which 49 occurred at protected crossings, leaving unprotected crossings to account for 162 accidents.

Automobile accidents totalled 175, divided as follows:—

At crossings protected by gates.....	3
At crossings protected by watchman.....	4
At crossings protected by bell.....	27
At crossings protected by lightning flash signal.....	0
At crossings unprotected.....	141

Horse and rig accidents numbered 14, made up as follows:—

Gates.....	1
Watchman.....	0
Bell.....	0
Unprotected.....	12
Lightning flash signal.....	1

Pedestrian accidents numbered 21, as follows:—

Gates.....	5
Watchman.....	1
Bell.....	6
Unprotected.....	9
Lightning flash signal.....	0

Motorcycle accidents numbered —, as follows:—

Bell protection.....	0
Unprotected crossing.....	0

Snowmobile accidents numbered —, as follows:—

Unprotected crossing.....	0
---------------------------	---

During the year 1934 there were 214 accidents at highway crossings reported to the Board, covering 81 persons killed and 262 injured, as compared with 220 accidents in 1933, covering 75 persons killed and 288 injured.

Full particulars of passengers and employees killed and injured, and other general information in regard to trespassers killed and injured, accidents at protected and unprotected crossings, etc., will be found under appendix "C".

## RAILWAY FIRE PREVENTION

The report of the Board's Operating Department indicates that a total of 218 fires attributed to railways occurred on 14,145 miles of line classified as running through forested territory.

Of this total, 67 fires burned over less than one-fourth acre each; 119 fires burned over an area of one-fourth acre to ten acres each, and 32 fires burned over an area of more than 10 acres each.

The total area burned over was 12,703 acres, with damage to young forest growth, standing timber, forest products and other property estimated at \$12,885. Of this amount, the value of standing timber and young forest growth is estimated at \$12,363.

In accordance with the requirements issued under General Order No. 362, the railways maintained some form of special patrol on 7,698 miles of line, necessitating the special attention to fire patrol of a total of approximately 1,055 fire patrolmen.

In accordance with the Board's Fire Guard Requirements, the railways constructed or maintained 5,592 miles of fire guards, in uncultivated lands, in non-forested sections of the Prairie Provinces.

For details see statements Nos. 23, 24, and 25.

ROUTINE WORK OF THE BOARD

RECORD DEPARTMENT

Below is given a table setting forth the number of applications, filings and letters received during the year ended December 31, 1934, together with the number of orders issued:—

Number of applications made.. . . .	1,746
Number of filings received during the year.. . . .	25,376
Number of outgoing letters during the year.. . . .	15,805
Number of orders issued during the year.. . . .	953

## APPENDIX "A"

## TRAFFIC DEPARTMENT

REPORT OF THE CHIEF TRAFFIC OFFICER OF THE BOARD, FOR  
THE YEAR ENDED DECEMBER 31, 1934

DEAR SIR,—I submit, for the Board's Thirtieth Report, information regarding the work of the Traffic Department.

The number of freight, passenger, express, telephone, telegraph, sleeping and parlour car, and bridge toll schedules, filed with the Board was as follows:—

FROM NOVEMBER 1, 1904, TO AND INCLUDING DECEMBER 31, 1933

<i>Freight—</i>			
Local tariffs.. . . .	21,380		
Supplements.. . . .	44,593		
		65,973	
Joint tariffs.. . . .	47,477		
Supplements.. . . .	207,407		
		254,884	
International tariffs.. . . .	183,984		
Supplements.. . . .	750,159		
		934,143	
			1,255,000
<i>Passenger—</i>			
Local tariffs.. . . .	21,057		
Supplements.. . . .	29,877		
		50,934	
Joint tariffs.. . . .	21,698		
Supplements.. . . .	44,002		
		65,700	
International tariffs.. . . .	43,201		
Supplements.. . . .	115,756		
		158,957	
			275,591
<i>Express—</i>			
Local tariffs.. . . .	8,113		
Supplements.. . . .	60,907		
		69,020	
Joint tariffs.. . . .	8,429		
Supplements.. . . .	35,705		
		44,134	
International tariffs.. . . .	7,905		
Supplements.. . . .	17,971		
		25,876	
			139,030
<i>Telephone—</i>			
Local tariffs.. . . .	4,176		
Supplements.. . . .	2,704		
		6,880	
Joint tariffs.. . . .	3,954		
Supplements.. . . .	40,108		
		44,062	
International tariffs.. . . .	429		
Supplements.. . . .	9,719		
		10,148	
			61,090
<i>Telegraph—</i>			
Tariffs.. . . .	218		
Supplements.. . . .	300		
		518	
			518
<i>Sleeping and Parlour Car—</i>			
Local tariffs.. . . .	251		
Supplements.. . . .	388		
		639	
Joint tariffs.. . . .	337		
Supplements.. . . .	587		
		924	
International tariffs.. . . .	430		
Supplements.. . . .	1,319		
		1,749	
			3,312



## RAILWAY COMMISSIONERS FOR CANADA

<i>Bridge Tolls—</i>			
Local tariffs.. . . . .	3		
Supplements.. . . . .	0		
		3	
Joint tariffs.. . . . .	0		
Supplements.. . . . .	0		
		0	
International tariffs.. . . . .	29		
Supplements.. . . . .	9		
		38	
			41
Combined totals all schedules.. . . . .			1,734,582

FROM JANUARY 1, 1934, TO AND INCLUDING DECEMBER 31, 1934

<i>Freight—</i>			
Local tariffs.. . . . .	326		
Supplements.. . . . .	570		
		896	
Joint tariffs.. . . . .	309		
Supplements.. . . . .	3,467		
		3,776	
International tariffs.. . . . .	1,073		
Supplements.. . . . .	24,911		
		25,984	
			30,656
<i>Passenger—</i>			
Local tariffs.. . . . .	851		
Supplements.. . . . .	537		
		1,388	
Joint tariffs.. . . . .	227		
Supplements.. . . . .	1,590		
		1,817	
International tariffs.. . . . .	328		
Supplements.. . . . .	4,382		
		4,710	
			7,915
<i>Express—</i>			
Local tariffs.. . . . .	299		
Supplements.. . . . .	427		
		726	
Joint tariffs.. . . . .	115		
Supplements.. . . . .	327		
		442	
International tariffs.. . . . .	43		
Supplements.. . . . .	177		
		220	
			1,388
<i>Telephone—</i>			
Local tariffs.. . . . .	5		
Supplements.. . . . .	0		
		5	
Joint tariffs.. . . . .	4		
Supplements.. . . . .	447		
		451	
International tariffs.. . . . .	0		
Supplements.. . . . .	0		
		0	
			456
<i>Telegraph—</i>			
Tariffs.. . . . .	4		
Supplements.. . . . .	10		
		14	
			14
<i>Sleeping and Parlour Car—</i>			
Local tariffs.. . . . .	2		
Supplements.. . . . .	12		
		14	
Joint tariffs.. . . . .	3		
Supplements.. . . . .	9		
		12	
International tariffs.. . . . .	2		
Supplements.. . . . .	11		
		13	
			39

*Bridge Tolls—*

Local tariffs.. . . .	0		
Supplements.. . . .	0		
		0	
Joint tariffs.. . . .	0		
Supplements.. . . .	0		
		0	
International tariffs.. . . .	6		
Supplements.. . . .	2		
		8	
			8
Combined totals all schedules.. . . .			40,476
Grand total.. . . .			1,775,058

## MARITIME ACCOUNTS

The information given below, regarding the work in connection with settlement of accounts under the Maritime Freight Rates Act, covers the period July, 1933, to June, 1934, inclusive.

During this period there were filed 20,688 abstract sheets, with an average of 74 rates per sheet. There were, therefore, 1,530,912 rates and 765,456 extensions checked, and 20,688 columns of figures added.

As a result of this check, it was necessary to issue 2,765 corrections.

The total ADDITIONS to the accounts amounted to \$966.35, and the total DEDUCTIONS \$4,119.92.

The total amount CLAIMED by railway companies was \$761,704.06, and the amount ALLOWED was \$758,550.49, or a net deduction of \$3,153.57.

The number of outgoing letters in connection with the administration of the Act, July 1, 1933, to June 30, 1934, was as follows: Railways, 627; Board, 17; and others, 13.

During this period 166 orders were issued, approving tariffs or rates, and certifying to the normal tolls.

The number of communications to railways, express, telephone and telegraph companies in connection with complaints, proper interpretation of tariffs, or classification and filing of same, also in connection with powers of attorney, concurrences, etc., was 1,913. Communications to others numbered 1,138, or a total of 3,051.

W. E. CAMPBELL,  
Chief Traffic Officer.

## APPENDIX "B"

REPORT OF THE CHIEF ENGINEER OF THE BOARD FOR THE YEAR  
ENDED DECEMBER 31, 1934

A. D. CARTWRIGHT, Esq.,  
Secretary, Board of Railway Commissioners for Canada,  
Ottawa, Ont.

SIR,—I have the honour to submit herewith synopsis of my annual report as to the work of the Engineering Department of the Board during the year 1934.

Yours truly,

T. L. SIMMONS,  
*Chief Engineer.*

The synopses covering contribution from the Railway Grade Crossing Fund and work done in connection with exempting railways from maintaining fences have been omitted from this report in aid of economy.

## REVISED LOCATION

Approval of revised location of the Canadian Pacific Railway, from a point east of McNeely street to a point west of 12th street, in the city of New Westminster, province of British Columbia.

Approval of revised location of the line of the Canadian National Railways between mileage 118.42 and 118.89, Clearwater subdivision, in the province of British Columbia.

Approval of revised location of the sidings formerly used by the Electric Steel & Metals Company, Ltd., along and across Lincoln and Denistown streets, in the city of Welland, province of Ontario, for the use of the Commonwealth Electric Corporation, Ltd., by the Niagara, St. Catharines and Toronto Railway.

Approval of diversion and reconstruction of spur along St. Patrick street, city of Montreal, province of Quebec, crossing the tracks of the Montreal Tramways Company and connecting with tracks of the Canadian National Railways near Wellington street across Lachine canal.

## RAILWAY CROSSINGS

Crossing of the spur track of the Canadian Pacific Railway by the relocated spur of the British Columbia Electric Railway on Columbia street, at the foot of 10th street, in the city of New Westminster, B.C.

Crossing of the tracks of the Canadian National Railways by a dump track of the Toronto Transportation Commission near the intersection of St. Clair avenue and Keele street, in the city of Toronto, province of Ontario.

## INTERLOCKING PLANTS

Changes in interlocking plant at crossing of Canadian National Railways with Canadian Pacific Railway at Current River, Ontario.

Changes in interlocking plant at the crossing of the Canadian National Railways and Canadian Pacific Railway near Neely, Saskatchewan.

Closing of the interlocking plant at the crossing of the Kettle Valley Railway and the Canadian Northern Pacific Railway at Hope, B.C., until such time as the Coquihalla subdivision of the Kettle Valley Railway is reopened for traffic.

Installation of automatic interlocking plant to replace mechanical interlocking at crossing of the Fort William Electric Railway by the Canadian Pacific Railway at James street, Fort William, Ont.

Installation of electric interlocker at the crossing of the Canadian Pacific Railway with the Canadian National Railways and junction with the Napierville Junction Railway, at Deison, P.Q., replacing present mechanical interlocker.

Changes in interlocking plant at the crossing of the Canadian Pacific Railway by the Canadian National Railways and junction with Ottawa & New York Railway at Hurdman, Ont.

Installation of modern semaphore in the southwest angle of the crossing of the Canadian National Railways by the Temiskaming & Northern Ontario Railway about 1,700 feet west of Cochrane Station, province of Ontario.

Installation of automatic signal protection at the crossing of the Canadian National Railways by the Canadian Pacific Railway near Tillsonburg, Ont., mileage 17·73 Port Burwell subdivision.

Changes to interlocking plant at the crossing of the Canadian Pacific Railway by the Pere Marquette Railway at Chatham, Ont., mileage 63·71, Windsor subdivision.

Installation of automatic signal protection at the crossing of the Canadian Pacific Railway with the Canadian National Railways, near Ringold, Ont., mileage 68·6, Windsor subdivision, replacing mechanical interlocker.

Installation of an automatic interlocking plant, to replace mechanical interlocking at the crossing of the double track of the Canadian Pacific Railway by the Fort William Electric Railway at James street, Fort William, Ont.

Removal and dismantling of the interlocking plant at LaSalette, Ont., where the New York Central Railroad crosses the Canadian National Railways.

Changes in interlocking plant at the crossing of Canadian National Railways by the Canadian Pacific Railway at Bucke, Ontario, mileage 112·0, Galt subdivision.

Reconstruction of the half interlocking plant at the crossing of the main line and spur track of the Canadian Pacific Railway, Seattle branch, by the British Columbia Electric Railway at Clayburn, B.C.

Changes in the interlocking plant at the crossing of the Canadian Pacific Railway and the Canadian National Railways at Ballantyne, P.Q.

Changing of the west distant signal at the interlocking plant at the crossing of the Canadian National Railways by the Canadian Pacific Railway at Alix, Alberta, to a fixed signal.

#### OPERATION OF INTERLOCKING PLANTS

Operation of interlocking plant at the crossing of the Canadian Pacific Railway and the Canadian National Railways at Komoka, Ont.

Operation of interlocking plant at the crossing of the Canadian Pacific Railway and the Canadian National Railways near Methven, Man.

Operation of interlocking plant at the crossing of the Kettle Valley Railway and the Canadian Northern Pacific Railway at Hope, B.C.

Operation of interlocking plant at crossing of the Canadian National Railways and the Canadian Pacific Railway in the northwest quarter of section 16, township 52, range 24, W. 4 M., province of Alberta.

Operation of revised interlocking plant at the crossing of the Brandon, Saskatchewan & Hudson Bay Railway and the Canadian National Railways at Brandon, Man.

Operation of revised interlocking plant at the crossing of the Canadian National Railways and the Brandon, Saskatchewan & Hudson Bay Railway at Minto, Man.



Operation of interlocking plant at the crossing of the Canadian Pacific Railway and the Canadian National Railways at Dunshalt, Alta.

Operation of interlocking plant at Delson, P.Q., at the crossing of the Canadian National Railways and the Napierville Junction Railway.

Operation of interlocking plant at the crossing of the Canadian Pacific Railway and the Fort William Electric Railway at James street, Fort William, Ont.

Operation of interlocking plant at the crossing of the Canadian National Railways and the Canadian Pacific Railway near Tillsonburg, Ont., mileage 17·73 Port Burwell subdivision.

Operation of interlocking plant at the crossing of the Canadian Pacific Railway and the Canadian National Railways at mileage 96·4 Drumheller subdivision of the Canadian National Railways and mileage 52·59 Irricana subdivision of the Canadian Pacific Railway near Dunshalt, Alta.

Operation of interlocking plant at the crossing of the Canadian Pacific Railway and the Canadian National Railways at Ringold, Ont., mileage 68·6 Windsor subdivision.

Closing down of the interlocking plant at the junction of Canadian Pacific Railway with the New York Central Railway at Adirondack Junction, in the province of Quebec, between the hours of 11 p.m. and 7 a.m. daily, except Saturday, and between the hours of 11.45 p.m. and 7 a.m. on Saturdays.

Relief from maintenance of signalman at the interlocking plant at the crossing of the Canadian Pacific Railway by the Canadian National Railways near Alliston, Ont., between the hours of 5 p.m. and 9 a.m. daily and all day Sunday.

Relief from maintaining a signalman to operate the interlocking plant at the crossing of the Canadian Pacific Railway and the Pere Marquette Railway at Chatham, Ont., between midnight Saturday and midnight Sunday.

Operation of interlocking plant at the crossing of the Canadian National Railways and the Canadian Pacific Railway at Bucke, Ont., mileage 112·0, Galt subdivision.

#### RAILWAY CONNECTIONS

Elimination of diamond crossing of Canadian Northern Railway and the Grand Trunk Pacific Railway by the construction of a connection between the above railways at West Tower, Portage la Prairie, Man.

Construction of second interchange track along and across Cawston avenue, in the city of Kelowna and province of British Columbia by the Canadian National Railways.

Connection between the tracks of the Canadian Pacific Railway and the tracks of the Toronto Harbour Commissioners in the harbour of the city of Toronto, in the province of Ontario.

Relocation of connection of the Canadian National Railways with the Canadian Pacific Railway in the northwest angle of the diamond crossing of the Jacques Cartier subdivision of the Canadian National Railways and the Winchester subdivision of the Canadian Pacific Railway at Ballantyne, P.Q. Also a new connection of the Canadian National Railways with the Canadian Pacific Railway in the southeast angle of the diamond crossing at Ballantyne, in the province of Quebec.

#### OPERATION OF BRIDGES

Operation of bridge at mileage 65·8 Three Hills subdivision, Canadian National Railways, in the province of Alberta.

Operation of bridge over Fir River at mileage 1·4 Tisdale subdivision on the Canadian National Railways, province of Saskatchewan.

Operation of trestle bridge over Pipestone Creek, mileage 59·5, Cromer subdivision, province of Manitoba.

Operation of bridge over the St. Lawrence River between Cornwall, Ont. and Nyando, State of New York, for the movement of vehicular and pedestrian traffic.

Operation of overhead highway bridge at mileage 112·5, Viking subdivision, Canadian National Railways, in the province of Alberta.

Operation of overhead highway bridge at mileage 58·7 Camrose subdivision, Canadian National Railways, province of Alberta.

Operation of bridge at mileage 15·6 Graham subdivision, Canadian National Railways, in the province of Ontario.

Operation of bridge No. 23·9, Estevan subdivision, Canadian Pacific Railway, crossing the Souris River, in the province of Manitoba.

Operation of bridge across Macaming river at mileage 88·7 Ruel subdivision, province of Ontario.

Operation of bridge over the Bulkley River, at mileage 58·3, Telkwa subdivision, Canadian National Railways, province of British Columbia.

Operation of trestle bridge over Boulder Creek, at mileage 8·2·2 Clearwater subdivision, Canadian National Railways in the province of British Columbia.

Operation of timber trestle at mileage 53·7, Albreda subdivision, Canadian National Railways, in the province of British Columbia.

Operation of bridge over the Bulkley River, at mileage 56·0 Telkwa subdivision, in the province of British Columbia.

Operation of bridge over Bulkley River, at mileage 73·9, Telkwa subdivision, in the province of British Columbia.

Operation of bridge over Ptarmigan Creek at mileage 46·8, Fraser subdivision, province of British Columbia.

Operation of bridge over highway between northwest quarter of section 19, township 53, range, 7, west of the 5th Meridian and northeast quarter of section 24, township 53, range 8, west of the 5th Meridian, mileage 68·7, Wabamun subdivision, province of Alberta.

Operation of bridge over the highway between the northwest quarter of section 32, and northwest quarter of Section 31, township 25, range 19, west of the 3rd meridian.

Operation of overhead highway bridge at mileage 99·88 Winchester subdivision, Canadian Pacific Railway, in the province of Ontario.

Operation of trains over bridge of the Vancouver Harbour Commissioners across the Second Narrows of Burrard Inlet between the city of Vancouver and the city of North Vancouver, in the province of British Columbia.

Approval of method of protection of vehicular traffic on the bridge of the Ottawa & New York Railway across the St. Lawrence River between the town of Cornwall, in the province of Ontario, and the town of Nyando, in the state of New York.

Approval of light signals for protection of trains operating over the lift span of the Second Narrows Bridge, between the city of Vancouver and the city of North Vancouver, province of British Columbia.

Approval of three bar railing between the sidewalk and the roadway, immediately outside of the outstanding uprights, on both sides of the Inter-provincial Bridge, for the whole length of the bridge and to provide better lighting thereon, between the city of Hull, Que., and the city of Ottawa, Ont., by the Canadian Pacific Railway.

#### OPENING FOR TRAFFIC

Opening for the carriage of traffic portion of the line of the Canadian Northern Pacific Railway between mileage 118·33 and 119·02, on its Clearwater subdivision, in the province of British Columbia.

## SUBWAYS

Construction of a diversion of Trunk Highway No. 4 and carrying it underneath the single track of the Canadian National Railways' Picton Branch, near Alma, N.S.

Construction of a subway on the Trans-Canada Highway under the tracks of the Canadian Pacific Railway at Hawk Lake, Ont., mileage 122·4 Ignace subdivision, district of Kenora.

## OPERATION OF SUBWAYS

Operation of trains by the C.N.R. over subway at mileage 26·37 Cornwall subdivision, near Vaudreuil, P.Q.

Operation of trains of the Toronto, Hamilton & Buffalo Railway over the elevated tracks along Hunter Street by means of the fill and wall and over the subways at James, John, Catharine, Walnut and Young Streets, and Victoria avenue, and the pedestrian subways at MacNab street and Ferguson avenue, in the said city of Hamilton, Ont.

Operation of subway at Highway No. 20, mileage 0·46 Dunnville subdivision, Toronto, Hamilton & Buffalo Railway in the province of Ontario.

## PROTECTION—HIGHWAY CROSSINGS

Installation of double bells and wig-wags at crossing of No. 18 Highway by the Pere Marquette Railway at mileage 29·13, on the south line of concession 1, township of Gosfield South, county of Essex, province of Ontario, 1·27 miles west of Kingsville Depot.

Installation of bell and wig-wag signal in lieu of a bell at crossing of the highway just west of Westchester Station, in the province of Nova Scotia, by the Canadian National Railways, mileage 33·85 Springhill subdivision.

Installation of gate protection at the crossing of Mill Street, by the Canadian National Railways, in the city of Saint John, province of New Brunswick.

Installation of automatic electric bell at crossing of the highway by the Canadian National Railways at mileage 67·31, Sussex subdivision, Hampton, N.B.

Removal of electric bell at the crossing of the highway at Westcock, N.B., by the Canadian National Railways, mileage 92·09, Springhill subdivision, erecting crossing line and establishing sight lines in lieu thereof.

Installation of two wig-wag signals at the crossing of the highway just east of Dixie Station, Ont., by the Canadian Pacific Railway, mileage 12·61, London subdivision.

Installation of three automatic bells and wig-wags at the crossing of Seugog Street in the town of Bowmanville, province of Ontario—double bells and wig-wags to the south of the railway track and a third bell and wig-wag to be installed to the north of the track, by the Canadian Pacific Railway in lieu of gates.

Installation of wig-wag signal in addition to bell already provided, at the crossing of Timothy Street, Newmarket, Ont., by the Canadian National Railways.

Installation of wig-wag signal in addition to existing bell at the crossing of Water Street, Newmarket, Ont., by the Canadian National Railways.

Installation of double bells and wig-wags in lieu of gates and watchmen, at the crossing of Victoria Street, Thamesville, Ont., by the Canadian National Railways.

Installation of three wig-wag signals with bells at the crossing of Golf Street, North Bay, Ont., by the Canadian Pacific Railway.



Installation of two flood lights at the crossing of the Canadian National Railways immediately west of the station platform at Tillsonburg, Ont.

Changing and widening of road (known as Lee Mountain road) from a point commencing at the tracks of the Toronto, Hamilton & Buffalo Railway in township of Saltfleet, county of Wentworth, province of Ontario, and extending southwesterly 450 feet more or less, and put in repair that part of the road from the tracks of the Toronto, Hamilton & Buffalo Railway extending in a northeasterly direction 400 feet more or less.

Contribution of a sum not exceeding \$660 towards cost of installing automatic bell and wig-wag at the first highway crossing immediately north of Utterson station, province of Ontario, mileage 23·2 Huntsville Subdivision, by the Canadian National Railways.

Contribution of a sum not exceeding \$492 towards cost of insralling two manually operated wig-wags with bells at the crossing of Hurontario street, Port Credit, Ont., by the Canadian National Railways.

Contribution of a sum not exceeding \$660 towards cost of installing automatic bell and wig-wag at second level crossing east of Delhi, Ont., by the Canadian National Railways.

Contribution of a sum not exceeding \$1,000 towards cost of installing double bells and wig-wags at the crossing of May street, Port Arthur, Ont., by the Canadian National Railways.

Contribution of a sum not exceeding \$264 towards cost of installing a wig-wag signal in addition to existing bell at the crossing of Drummond road, in the township of Stamford, province of Ontario, by the Canadian National Railways.

Installation of automatic electric bell at the crossing of the highway known as Pickard's Crossing, near Marysville, N.B., mileage 107·14, Nashwaak subdivision, Canadian National Railways.

Installation of automatic electric bell at the crossing of the highway at Nappan, N.S., mileage 72·27, Springhill subdivision, Canadian National Railways.

Installation of automatic electric bell at the crossing of the highway at Little Bras d'Or, N.S., mileage 79·95, Sydney subdivision, Canadian National Railways.

Installation of automatic electric bell at the crossing of the highway at McKay, N.S., mileage 49·27, Bedford subdivision, Canadian National Railways.

Installation of automatic electric bell at the crossing of the highway at Merigomish, N.S., mileage 56·09, Mulgrave subdivision, Canadian National Railways.

Installation of double bells and wig-wags at the crossing of May street, Port Arthur, Ont., by the Canadian National Railways.

Installation of wig-wag signal in addition to existing bell at the crossing of Drummond road, in the township of Stamford, province of Ontario, by the Canadian National Railways.

Installation of double bells and wig-wags at the crossing of Talbot avenue, Winnipeg, Man., by the Canadian Pacific Railway, in lieu of existing gates.

Removal of electric bell at the crossing of the highway at Harrisville, in province of New Brunswick, mileage 120·08, Springhill subdivision, Canadian National Railways, and cutting away the bushes on the south side to improve the view.

Reconstruction of diverted highway through lots 11, 12 and 13 of the parish of Ste. Flore, in the county of St. Maurice, province of Quebec.

Installation of automatic electric bell and wig-wag signal at crossing of the highway at Mile Post 23·89, Brampton subdivision, Canadian National Railways, in the province of Ontario.



Establishment of sight lines to improve the view at the crossing of the highway by the Canadian National Railways just north of Falkenburg, Ont., known as Moore's Crossing.

Installation of automatic bell and wig-wag signal in lieu of watchman at the crossing of Portland street, Saint John, N.B., by the Canadian Pacific Railway.

Installation of automatic bell and wig-wag signal in lieu of watchman at the crossing of Bentley street, Saint John, N.B., by the Canadian Pacific Railway.

Removal of automatic electric bell at the crossing of Lady Hammond road, in city of Halifax, province of Nova Scotia, mileage 1·20, Bedford subdivision, Canadian National Railways, and the erection of railway crossing signs, also removal of trees obstructing the view in southeast angle of the crossing.

Removal of fruit trees to provide sight lines at the crossing of Welland Port road by the Canadian National Railways, three miles east of Moulton, Ont.

Installation of bell and wig-wag signals at each of the crossings of Fourth and Centre streets, in the village of King, county of York, and province of Ontario.

Installation of proposed changes in westbound operating circuits for wig-wags at the crossing of Dundas street, Cooksville, Ont., mileage 14·2, Galt subdivision, Canadian National Railways.

Installation of wig-wag signal in addition to automatic bell already installed at the crossing of St. John street, New Glasgow, N.S., by the Canadian National Railways.

Installation of wig-wag signal in addition to existing automatic bell at the crossing of the highway at Matapedia, province of Quebec, mileage 12·95, Matapedia subdivision, by the Canadian National Railways.

Installation of automatic bell and wig-wag at the crossing of the highway at mileage 23·2, Huntsville subdivision, province of Ontario, by the Canadian National Railways.

Installation of two manually operated wig-wags with bells at the crossing of Hurontario street, Port Credit, Ont., by the Canadian National Railways.

Installation of automatic bell and wig-wag at the crossing of No. 3 Highway by the Canadian National Railways, being the second level crossing east of Delhi, Ont.

Installation of automatic electric bells at the crossing at Barrington street, Halifax, N.S., at mileage 1·36, Deepwater branch, and mileage 0·15, Willow Park branch, Bedford subdivision, Canadian National Railways.

#### TUNNELS

Construction of two entries under the tracks of the Canadian National Railways in the southwest quarter of section 30, township 52, range 23, west 4th meridian, province of Alberta, by the Kent Coal Company.

Construction of an entry under the right of way of the Canadian Pacific Railway at mileage 1·1, Neptune subdivision, in legal subdivision 15, section 21, township 2, range 8, west 2nd meridian, in the province of Saskatchewan.

Construction of a sewer under the tracks of the Canadian Pacific Railway at mileage 158·74, Quebec subdivision, in city of Quebec, province of Quebec.

#### STANDARD PLANS

Approval of plans of standard timber trestles of the Canadian National Railways.

Approval of standard plans of inner guard rail for use on Great Northern Railway lines in Canada.

## RAILWAY ABANDONMENT

Abandonment of operation of portion of Vancouver, Victoria and Eastern Railway and Navigation Company (Great Northern Railway) line of railway, extending from the International Boundary near Midway, B.C., to the International Boundary near Bridesville, British Columbia.

In addition to the above many other matters have been dealt with by the Board's engineers, such as exemption from fencing, gates and cattle-guards, reduced clearances of structures at railway sidings, removal of speed limitations, removal of industrial spurs, speed restriction of trains through junctions, protection of switches on spurs leading to industries, farm crossing complaints, investigation of railways out of repair, investigation of accidents, drainage complaints, inductive interference, protection at crossings of telephone and telegraph wires by power transmission lines, mine tunnel entrances under railways, and structures over navigable waters.

Further to the above considerable time of this department is taken up with arbitrary work in connection with Grade Separation and apportionment of costs. The Hamilton Grade Separation was covered by an agreement between the Toronto, Hamilton and Buffalo Railway and the city of Hamilton, and was authorized by Board's orders.

It was a work of considerable magnitude and included the elevation of the railway between the tunnel and Victoria street, in the city of Hamilton, the construction of six subways and the elevation of the Port Dover branch of the Canadian National Railways where it crosses the Toronto, Hamilton and Buffalo Railway. The project also affected the works of the Bell Telephone Company, United Gas & Fuel Company, Hydro Electric Commission of Hamilton and other utilities.

The agreement provided that the liability of the parties as between themselves and other matters arising in the carrying out of the works would be referred to an engineer of the Board for settlement.

The adjudication of the many matters requiring settlement and the method of the preparation of the accounts required a great number of meetings and close study of the whole project throughout the past year.

## RAILWAY GRADE CROSSING FUND

In accordance with the provisions of subsection (5) of section 262 of the Railway Act, 1909, provision was made that the sum of \$200,000 each year, for ten consecutive years from the 1st day of April, 1909, be appropriated and set apart from the consolidated revenue fund for the purpose of aiding actual construction work for the protection, safety and convenience of the public in respect of highway crossings of railways at rail level, in existence on the 1st day of April 1909, the said sums to be placed to the credit of a special account to be known as "The Railway Grade Crossing Fund," to be applied by the Board, subject to certain limitations set out in the Act, and amending Acts, solely towards the cost (not including that of maintenance and operation) of actual construction work for the purpose specified. In 1919, the same sum was voted for another ten years and again in 1929. An amount of \$500,000 was transferred to the Railway Grade Crossing Fund from the Unemployment Relief Fund, 1930, and \$500,000 from the Unemployment and Farm Relief Fund, 1931-32; and \$500,000 by special vote of parliament in 1934.

In 1928, the Railway Act was amended by chapter 43, 18-19 George V, and provision was made that in the case of any one crossing the total amount of money to be applied by the Board out of the Railway Grade Crossing Fund, in providing protection, safety and convenience for the public, shall be 40 per cent of the cost of the actual construction work, and in no case shall the contribution exceed \$100,000.

Provision is also made that in case any Province contributes towards the Railway Grade Crossing Fund, the Board may apportion, direct and order payment out of the amount so contributed by such province for the purpose of the said fund, subject to any conditions and restrictions made and imposed by such province in respect of its contribution.

From the 1st day of April, 1909, to the 31st day of December, 1934, the Board ordered contributions from the Railway Grade Crossing Fund towards the protection of 1,487 crossings, as follows:—

By automatic interlocking plants.. . . . .	14
Closing crossings.. . . . .	181
Crossings eliminated.. . . . .	96
Diversion and overhead bridge.. . . . .	8
Diversion and subway.. . . . .	6
Diversion to subway.. . . . .	4
Electric bell.. . . . .	203
Electric bell and flashlight.. . . . .	2
Electric bell and wigwag.. . . . .	454
Electric bell and wigwag and removing obstructions to view.. . . . .	7
Easing curve on approach to bridge.. . . . .	1
Gates.. . . . .	125
Gates automatic.. . . . .	3
Gates electric.. . . . .	1
Gates and half interlocker.. . . . .	1
Grade reduction on crossing approaches.. . . . .	6
Footbridge.. . . . .	1
Lengthening ringing circuit of bells.. . . . .	2
Lightning flash signals.. . . . .	50
Overhead bridges.. . . . .	90
Pedestrian subways.. . . . .	2
Shelter (watchman).. . . . .	1
Removing obstructions to view and reducing grade.. . . . .	6
Removing obstructions to view.. . . . .	93
Subways.. . . . .	118
Tower (watchman).. . . . .	3
Tunnel.. . . . .	1
Floodlights.. . . . .	1
Wigwags.. . . . .	7

There were 229 highway diversions constructed which made it possible to close 182 crossings, and eliminate traffic from 98 crossings.

During the year 1934, protection was provided at 32 crossings, as follows:—

By diversion and subway.. . . . .	2
Diversion and closing crossing.. . . . .	1
Diversion and overhead bridge.. . . . .	1
Electric bell and wigwag.. . . . .	16
Pedestrian subways.. . . . .	2
Removing obstructions to view.. . . . .	3
Floodlights.. . . . .	1
Subways.. . . . .	6

Three highway diversions were constructed during the year, which made it possible to close three crossings.

During the year \$951,907.72 was paid out of the Railway Grade Crossing Fund.

GENERAL STATEMENT SHOWING NUMBER OF INDUSTRIAL SIDINGS, BRIDGES, CROSSINGS, DIVERSIONS, BELLS AND WIG-WAGS  
INSTALLED DURING YEAR ENDED DECEMBER 31, 1934

Province	Indus- trial Sidings	Highway Cross- ings	Highway Diver- sions	Highway Crossings Closed	Farm Cross- ings	Over- head Highway	Cross- ing Subway	Wig- Wag Signal	Bells and Wig-wag	Bridges	Electric Bells
British Columbia.....	3	15	2	0	1	1	1	0	0	13	0
Alberta.....	6	12	6	16	1	0	0	0	0	6	0
Saskatchewan.....	7	14	6	25	1	0	0	0	0	6	0
Manitoba.....	3	13	3	6	0	0	0	0	0	10	0
Ontario.....	12	36	4	11	0	2	0	6	21	2	0
Quebec.....	5	13	0	1	0	0	0	0	0	7	0
New Brunswick.....	5	3	0	15	0	0	0	0	2	1	2
Nova Scotia.....	1	2	3	4	0	0	1	1	1	1	6
Prince Edward Island.....	0	0	0	0	0	0	0	0	0	0	0
Total.....	42	108	24	78	3	3	2	7	24	46	8



## APPENDIX "C"

REPORT OF THE CHIEF OPERATING OFFICER OF THE BOARD  
FOR THE YEAR ENDED DECEMBER 31, 1934

February 13th, 1935.

A. D. CARTWRIGHT, Esq.,  
Secretary, Board of Railway Commissioners.

DEAR SIR.—In compliance with Section 31 of the Railway Act of 1919, the annual report of the Chief Operating Officer covering the work of the Operating Department of the Board during the year ended December 31st, 1934, is respectfully submitted.

REPORTING AND INVESTIGATING ACCIDENTS ATTENDED BY PERSONAL INJURY  
OR LOSS OF LIFE

Two thousand, two hundred and ninety-one, (2,291) accidents were reported to the Board during the year by the various railway companies subject to its jurisdiction, involving 2,599 casualties, of which number 282 persons were killed, and 2,317 persons injured. See statements Nos. 1, 3, and 4, for particulars.

The comparative statements, Nos. 2, 5, and 6, herewith, of killed and injured, show an increase of 26 persons killed and an increase of 280 injured.

Of the total 2,291 accidents so reported, 1,033 were investigated, covering 152 persons killed and 1,193 injured. Detailed statements Nos. 7, 8, 9, and 10, cover the investigations with respect to collisions, derailments, accidents at highway crossings, and accidents to employees while working on or under engines. These four statements show a total of 346 investigations, covering 82 persons killed and 465 persons injured. The remainder, 687 investigations, covers 70 persons killed and 728 injured, and are spread over accidents covered by the various headings referred to in statements Nos. 3, 4, and 5.

It will be observed that out of a total of 2,291 accidents involving 2,599 casualties, during the year there were 126 trespassers killed and 158 injured. In this connection reference is made to statement No. 16, showing by railways and provinces the number of killed and injured.

The matter of highway crossing accidents, protection provided, etc., is dealt with by detailed statements Nos. 3, 4, 5, 9, 11, 12, 13, 14, 15.

## INSPECTION OF SAFETY APPLIANCES AND CAR EQUIPMENT

The work coming within this category is largely carried on under the provisions of section 298 of the Railway Act and the Board's General Orders Nos. 102, 128, 261, 270, 356, 458, and 461. A total of 71,372 cars, other than passenger equipment, were inspected. Reference to the work performed by the Department in this connection will be found in detailed statements, Nos. 19, 20, 21-A, and 21-B. The inspection of 71,372 cars, it will be readily understood, entails considerable time and labour, both on the ground and in the office at headquarters, where the work of recording, checking, and filing of the numerous reports is carried on and subsequent correspondence with the railway companies, with a view to having the defects so reported remedied as promptly as possible in the interests of those employees engaged in train operation. The inspection of 71,372 cars, above referred to, revealed 3,688 defective cars (5.17 per cent), with defects totalling 4,163.

Passenger coaches inspected totalled 2,479, of which number 118 were found with defects.

## INSPECTION OF MOTIVE POWER

This division of the work is carried on under Sections Nos. 200, 201, 298 and 299 of the Railway Act, and the Board's General Orders, Nos. 12, 31, 66, 102, 131, 289, 293, 362, 385, 402, 404, 412, 415, 424, 434, 436, 463, 473, 480, 486, and 510. A total of 9,261 locomotives were inspected during the year, the total number of defective engines being 311 (3 per cent), with defects numbering 378. For details see statement No. 22.

Two hundred and thirty-nine applications were filed for extensions of time for removal of flues, 209 applications were granted the full period as requested. Eleven were in such condition that the full extension requested could not be authorized, but extensions for shorter periods of time were allowed. In 5 cases the conditions were such that the extensions could not properly be granted. Eight applications were withdrawn for various reasons. Three applications were declined as not being proper, and 3 cases pending.

Under General Order No. 473, the so-called locomotive boiler inspection Order, 65,481 report forms of monthly and annual inspections, tests, etc., were filed by railway companies with the department during the year, covering 5,416 locomotives.

## INSPECTION OF STATIONARY BOILERS

This feature is dealt with under General Orders Nos. 330 and 416. During the year, 1,022 boilers and appurtenances were inspected and reported upon, as well as the condition of the boiler-house. Defects in two boilers were reported.

## STATIONARY BOILER REPORTS

Pursuant to General Order No. 330, the so-called stationary boiler inspection Order, 4,270 report forms of semi-annual and annual inspections were filed during the year, covering 2,115 stationary boilers. The checking and recording of the above mentioned locomotive and stationary boiler reports, together with the necessary correspondence in connection therewith, naturally creates an extensive line of work.

## INSPECTION OF PASSENGER EQUIPMENT: STATION BUILDINGS AND PREMISES

This work comprises features of safety, cleanliness, lighting, accommodation, etc. A large number of matters have been brought to the attention of the proper officials with beneficial results.

## APPLICATIONS AND COMPLAINTS RE TRAIN AND STATION SERVICES: HIGHWAY CROSSING PROTECTION, STATION LOCATIONS, STATION AGENTS, CAR SUPPLY, ETC.

The work under this heading covers a wide range of subjects and entails in many instances a considerable amount of inquiry and research. During the year complaints and applications numbering 1,308 were inquired into and reported upon. Particular attention is called to the subject of reduction of passenger train services. Numerous applications and communications were received and dealt with. This involved a large amount of detailed inquiry and study, due to the many and intricate services affected in all parts of the country, to provide train service that would meet the varying situations as adequately as possible under existing conditions, and at the same time offset the steady decline of railway revenues.

## RAILWAY FIRE PREVENTION

This feature of the work is carried on under the provisions of the Board's General Order No. 362 and the requirements prescribed therein; also sections 80 and 281 of the Railway Act.

## FIRE STATISTICS

Railways subject to the Board's jurisdiction throughout Canada are reported as having caused 218 fires in territory classified as forested. These fires burned over a total of 12,703 acres, with forest and other property loss valued at \$12,885. Of this area, 9,494 acres was young forest growth, 880 acres merchantable timber, and 466 acres slashing or old burn not restocking, while 1,863 acres were non-forest land. The area of forest land burned over was thus 10,840 acres, or 85.33 per cent of the total. The valuation of young forest and standing timber destroyed is \$12,363, or 95.95 per cent of the total damage; forest products consisting of poles, ties and cordwood to the value of \$35, or .27 per cent, and improved property in some form, valued at \$487, or 3.78 per cent of the total, were also destroyed. Of the 218 fires attributed to the railways, 30.73 per cent were incipient, 54.59 per cent covered between one-fourth and ten acres each, while 14.68 per cent attained a size over ten acres each.

Detail statistics by railways and provinces are shown in the accompanying statements, Nos. 23, 24 and 25, showing the distribution of fires attributed to railways, as between locomotives and employees. The former includes fires attributed to stacks or ash pans of locomotives or other portable boilers. The employee fires are mostly cases where fires escaped from section forces burning right of way or old ties. Fires attributed to locomotives comprise 73.39 per cent of the total number of railway fires, and these burned 81.96 per cent of the total area, causing 86.11 per cent of the estimated total loss in money value of forest and other property destroyed by railway fires. Employee fires account for 26.61 per cent of the number, 18.04 per cent of the area, and 13.89 per cent of the money value of damage done.

One hundred and fifty one fires, originating within 300 feet of track in forested territory are attributed to known causes other than the railway. Of these, 100 are charged to campers and travellers, 14 to settlers, and 37 to other known causes; 57 were incipient, 77 burned one-fourth acre to ten acres each, and 17 burned more than ten acres each. These fires burned over 575 acres of young forest growth, 9 acres of merchantable timber, 674 acres of slash or old burn not restocking, and 396 acres of non-forest land, with total damage to forest and other property estimated at \$988.

Fires of unknown origin originating within 300 feet of track totalled 66, burning over 4,353 acres, with forest and other property loss valued at \$6,473. Of this the forest valuation accounts for \$4,017.

Thus, all fires reported as having originated within 300 feet of railway lines in forested territory due to all causes, total 435, burning an area of 18,710 acres of forest and non-forest land, with total estimated damage of \$20,346.

P.S.—Forest valuations given above are based upon stumpage values.

## RAILWAY FIRE PATROLS

The total railway mileage of the Dominion subject to the Board's jurisdiction was estimated during 1934 as approximately 41,776 miles, of which 14,145, or 33.86 per cent is classified as running through forested territory. Of this, special patrol by selected members of section crews was prescribed during 1934 on 6,729 miles; patrol by special men on velocipedes on 125 miles; on power speeders, 844 miles. There was thus a total of 7,698 miles of line on which some form of special patrol by railway forces was prescribed for periods of fire danger. It is estimated this patrol service required the special attention to fire patrol of 1,012 selected members of section crews, averaging one man to each 6.65 miles of track; 11 velocipede and 32 power speeder patrolmen; a total of 1,055 fire patrolmen on all lines. On 6,447 miles of railway in forested territory



where the fire hazard is not extreme, fire patrol is not prescribed, the detection, reporting and extinguishing of fires being made a part of the regular duties of the section forces and other employees, in accordance with instructions issued by the railway managements.

#### RIGHT OF WAY CLEARING

During the past season 3,408 miles of railway rights of way were inspected and reported upon as to compliance by the railways with sections 279 and 280 of the Railway Act, 1919, and Regulation 11 of General Order No. 362. This work covered 35 subdivisions on Canadian National lines; 10 subdivisions on Canadian Pacific lines; one subdivision on the Algoma Central and Hudson Bay Railway; a total of 46 subdivisions, a special report being filed in each case.

#### FIREGUARD REQUIREMENTS

In accordance with the fireguard requirements, 5,592.2 miles of fireguards were constructed or maintained in uncultivated lands (fenced grazing and wild lands) in non-forested sections of the Prairie Provinces.

#### FIRE GUARDS, 1934

Railway	Mileage, both sides of track to be accounted for, exclusive of approved exemptions	Mileage constructed or maintained during year	Per cent completion
Canadian Pacific Railway.....	3,660.5	3,365.1	91.9
Canadian National Railways.....	3,296.6	2,198.0	66.6
Northern Alberta Railways.....	20.4	7.1	34.7
Great Northern Railway.....	22.0	22.0	100.0
	6,999.5	5,592.2	79.8

During the past season, under clauses 5 and 6, Section D, of the Fireguard Requirements, a total of 14 fireguard exemption charts covering 1,374 track miles in the Prairie Provinces were passed upon.

In conclusion it might be stated that in order to accomplish the work briefly outlined in the foregoing, it has necessitated the travelling of 319,995 miles by the staff of this department.

Respectfully submitted,

GEO. SPENCER,  
Chief Operating Officer.



No. 1.—STATEMENT showing number of passengers, employees and others killed and injured on railways under the Board's jurisdiction, for the year ended December 31, 1934.

Name of Railway	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Canadian National.....	3	175	26	1,127	115	269	144	1,571
Canadian Pacific.....	1	94	21	382	86	155	108	631
Montreal & Southern Counties.....						2		2
Lake Erie & Northern.....					1		1	
Napierville Junction.....		2		2	1	1	1	5
Vancouver Harbour Commission- ers Terminal.....					1		1	
British Columbia Electric.....					1		1	
Sydney & Louisburg.....					1	1	1	1
Esquimalt & Nanaimo.....				1		6		7
Grand River.....					1		1	
Northern Alberta.....						4		4
Pere Marquette.....				3		5		8
Hull Electric.....					1	1	1	1
Nipissing Central.....					1	6	1	6
Algoma Central & Hudson Bay.....			1		1	1	2	1
London & Port Stanley.....		6		3				9
Essex Terminal.....						2		2
Quebec Rly. Light & Power Co.....					1			1
Dominion Atlantic.....				2	1	4	1	6
Niagara, St. Catharines, & Toronto		5			4	14	4	19
Great Northern.....		2			2	1	2	3
Quebec Central.....			1	2		3	1	5
New York Central.....			1	4	1	1	2	5
Toronto, Hamilton, & Buffalo.....				3	1	9	1	12
Michigan Central.....			1	13	9	5	10	18
	4	284	51	1,542	227	491	282	2,317

No. 2.—COMPARATIVE STATEMENT of killed and injured between year ended December 31, 1933, and year ended December 31, 1934.

	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1933.....	5	244	44	1,272	207	521	256	2,037
1934.....	4	284	51	1,542	227	491	282	2,317
Increase.....		40	7	270	20		26	280
Decrease.....	1					30		

No. 3.—STATEMENT showing separately the number of passengers, employees and others, killed and injured, and the nature of the accidents, for the year ended December 31, 1934.

Character of Accidents	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Derailment.....		16	7	37	3	13	10	66
Collision, head-on.....		27		5				32
Collision, rear-end.....		17	2	10			2	27
Collision in yard.....		1		19				20
Collision with cars, account open switch.....				1				1
Public highway crossing protected by gates.....					6	12	6	12
Public highway crossing protected by bell.....					8	31	8	31
Public highway crossing protected by lightning flash signal.....					1		1	
Public highway crossing protected by watchman.....					2	4	2	4
Public highway crossing unprotected.....			1	15	63	200	64	215
Private crossing.....				1	7	15	7	16
Trespassing.....					126	158	126	153
Working on or under engine.....			1	234			1	234
Miscellaneous.....		175	4	484	3	23	7	682
Adjusting couplers, coupling and uncoupling.....			4	44			4	44
Run down by engine or car between stations.....			2	6	1	1	3	7
Falling off hand-car, motor, or velocipede.....			4	147		6	4	153
Hand-car, motor, velocipede, struck by train.....		1	4	16			4	17
Crawling between cars, over couplers.....				2				2
Passing between cars, between couplers.....			1	2			1	2
Struck by car standing foul.....				4				4
Struck by switch-stand, water-spout, mail crane, etc.....				19				19
Crushed between cars, building, lumber pile, platform, etc.....			2	10	1		3	10
Falling off passenger train.....	1	5				2	1	7
Falling off tender while handling coal.....				1				1
Falling off tender while taking water.....				4				4
Sideswipe.....			1	7			1	7
Riding on pilot or footboard of engine.....			1	29			1	29
Overhead obstruction.....				6				6
Falling off top of car.....			1	19			1	19
Falling between cars.....				6				6
Application of air brake.....		8		109		5		122
Jumping off train in motion.....	2	21	2	29	1	8	5	58
Attempt to board train in motion.....		9		38	2	3	2	50
Whistle.....				2		2		4
Electrocuted.....				1				1
Run down by engine or cars at stations or in yards.....	1	3	11	31	3	1	15	35
Caught in frog, guard rail, or switch rod.....				1				1
Falling off side and end ladders of cars.....			1	25			1	25
Falling off car while working hand brake.....				41				41
Handling freight and baggage.....		1		46				47
Loading and unloading O.C.S. material.....			1	53			1	53
Making or polling cars.....				1				1
Working in coal chute.....				1				1
Cars moved while being loaded or unloaded.....				4		7		11
Coupling and uncoupling hose.....				21				21
Turning angle cock.....			1	11			1	11
	4	284	51	1,542	227	491	282	2,317



## REPORT OF THE COMMISSIONERS

[illegible]





No. 5.—COMPARATIVE statement in totals of killed and injured, by class of accident, between year ended December 31, 1933, and year ended December 31, 1934.

	1933		1934		Increase		Decrease	
	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured
Derailment.....	6	62	10	66	4	4		
Collision, head-on.....				32		32		
Collision, rear-end.....	4	8	2	27		19	2	
Collision in yard.....	2	25		20			2	5
Collision with cars account open switch.....		5		1		1		
Collision at level (Diamond) crossing.....								5
Public highway crossing protected by gates.....	3	16	6	12	3			4
Public highway crossing protected by bell.....	9	31	8	31			1	
Public highway crossing protected by lightning flash signal.....	1		1					
Public highway crossing protected by watchman.....	3	1	2	4		3	1	
Public highway crossing unprotected.....	59	240	64	215	5			25
Private crossing.....	4	15	7	16	3	1		
Trespassing.....	118	175	126	158	8			17
Working on or under engine.....		181	1	234	1	53		
Miscellaneous.....	2	521	7	682	5	161		
Adjusting couplers, coupling and uncoupling.....	1	62	4	44	3			18
Run down by engine or car between stations.....	3	3	3	7		4		
Falling off hand-car, motor, or velocipede.....	2	143	4	153	2	10		
Hand-car, motor, or velocipede, struck by train.....	7	5	4	17		12	3	
Crawling between cars, over couplers.....		6		2				4
Passing between cars, between couplers.....		2	1	2	1			
Struck by car standing foul.....		2		4		2		
Struck by switch-stand, water-spout, mail crane, etc.....		17		19		2		
Crushed between cars, buildings, lumber pile, plat- forms, etc.....	11	3	10	3				1
Falling off passenger train.....	6	1	7	1	1			
Falling off tender while handling coal.....	2	1	1					1
Falling off tender while taking water.....	3		4			1		
Sideswipe.....	5	1	7	1	2			
Riding on pilot or footboard of engine.....	1	32	1	29				3
Overhead obstruction.....		6		6				
Falling off top of car.....	2	15	1	19		4	1	
Falling between cars.....	3	4		6		2	3	
Application of air brake.....		124		122				2
Jumping off train in motion.....	5	55	5	58		3		
Attempt to board train in motion.....	2	49	2	50		1		
Washout.....	1	4		4			1	
Electrocuted.....	1			1			1	
Run down by engine or cars at stations or in yards.....	14	34	15	35	1	1		
Caught in frog, guard-rail, or switch rod.....				1		1		
Falling off side and end ladders of cars.....	1	29	1	25				4
Falling off car while working hand brake.....	1	49		41			1	8
Handling freight and baggage.....		25		47		22		
Loading and unloading O.C.S. material.....		34	1	53	1	19		
Staking or poling cars.....				1		1		
Working in coal chute.....				1		1		
Cars moved while being loaded or unloaded.....		8		11		3		
Chaining and unchaining cars.....		1						1
Coupling and uncoupling hose.....	1	13		21		8	1	
Turning angle cock.....		8	1	11	1	3		
	256	2,037	282	2,317	43	378	17	98

	Killed	Injured
1933.....	256	2,037
1934.....	282	2,317
Inc.....	26	280

No. 6.—COMPARATIVE statement in totals of killed and injured between year ended December 31, 1933, and year ended December 31, 1934

	1933		1934		Increase		Decrease	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Canadian National.....	128	1,185	144	1,571	16	386		
Canadian Pacific.....	106	752	108	631	2			121
Montreal & Southern Counties.....		6		2				4
Lake Erie & Northern.....		4	1		1			4
Napierville Junction.....		3	1	5	1	2		
Vancouver Harbour Commissioners Terminal.....			1		1			1
British Columbia Electric.....		1	1		1			1
Sydney & Louisburg.....	1	2	1	1				
Esquimalt & Nanaimo.....		4		7		3		
Grand River.....		7	1		1			7
Northern Alberta.....		3		4		1		
Pere Marquette.....	4	9		8			4	1
Hull Electric.....	1			1		1	1	
Nipissing Central.....			1	6		6		
Algoma Central & Hudson Bay.....		1	2	1	2			
London & Port Stanley.....		1		9		8		
Essex Terminal.....				2		2		
Quebec Railway, Light & Power.....	1	1		1			1	
Dominion Atlantic.....	2	10	1	6			1	4
Niagara, St. Catharines & Toronto.....		5	4	19	4	14		
Great Northern.....	2	3	2	3				
Quebec Central.....		4	1	5	1	1		
New York Central.....	2	5	2	5				
Toronto, Hamilton & Buffalo.....		16	1	12	1			4
Michigan Central.....	7	14	10	18	3	4		
Temiscouata.....		1					1	1
White Pass & Yukon.....	1						1	
	256	2,037	282	2,317	35	428	9	148

	Killed	Injured
1933.....	256	2,037
1934.....	282	2,317
Inc.....	26	280

No. 7.—STATEMENT showing collisions attended by personal injury investigated during the year ended December 31, 1934.

Inv. File	Date	Railway	Place	Killed	Injured
26387	Jan. 29	C.N.R.	Waubamick, Ont.		1
26398	Feb. 8	C.N.R.	London, Egerton St., Ont.		4
26401	Dec. 29/33	C.P.R.	Fredericton Jct., N.B.		1
26421	Feb. 18	C.N.R.	Chambord, P.Q.		2
26433	Feb. 9	L. & P.S.	Westminster Stn., Ont.		9
26430	Jan. 23	C.N.R.	Warman, Sask.		1
26445	Feb. 7	C.N.R.	Monk, P.Q.		1
26448	Feb. 16	C.P.R.	Lachute Subdivision, Mile 40-9, P.Q.	2	
26520	Mar. 5	C.N.R.	South River, Ont.		2
26538	Feb. 6	C.N.R.	Toronto, West of Scott St., Ont.		1
26564	Mar. 28	C.P.R.	White River Yd., Ont.		1
26725	April 11	C.N.R.	Regina Term., West Yd., Sask.		1
26835	June 25	C.N.R.	Calder Yard, Alta.		1
26844	July 17	C.N.R.	Washago, Ont.		1
26939	Aug. 23	C.P.R.	St. Luc Junction, P.Q.		17
27021	Sept. 7	C.N.R.	Truro Yard, N.S.		1
27055	Oct. 9	C.N.R.	Capreol Yd., Ont.		1
27058	Oct. 3	C.P.R.	Sudbury Yd. Ont.		2
27087	Oct. 3	C.N.R.	Riviere du Loup Yd., P.Q.		1
27168	Oct. 9	C.N.R.	Burbank Gravel Pit Spur, Alta.		1
27234	Nov. 30	C.N.R.	Niagara Falls, Ont.		1
27249	Dec. 4	C.N.R.	Pirate Harbor, N.S.		1
27186	Oct. 18	C.N.R.	Fallis, just East of East Switch, Alta.		5
				2	56

No. 8.—STATEMENT showing derailments attended by personal injury, investigated during the year ended December 31, 1934.

Inv. File	Date	Railway	Place	Killed	Injured
26263	Dec. 14	C.N.R.	Hanna Yd., Alta.		2
26294	Dec. 16	C.N.R.	Cascapedia Subd. Mile 31.5, P.Q.	1	1
26316	Jan. 11	C.N.R.	Cecile, P.Q.		1
26372	Jan. 29	C.N.R.	Bagot, P.Q.		1
26376	Jan. 1	C.N.R.	Inwood Subd., Mile 42, Man.		2
26407	Jan. 29	C.N.R.	Athabaska Subd., Mile 74.1, Alta.	2	
26489	Mar. 2	C.N.R.	Carberry Subd., Mile 2, Man.	2	
26496	Dec. 20	C.P.R.	Cascade Subd., Mile 8.3, B.C.		1
26504	Jan. 29	C.P.R.	Minto Yard, N.B.		1
26510	Jan. 14	C.N.R.	Ashcroft Subd., Mile 10.61, B.C.	1	2
26511	Jan. 16	G.N.R.	White Rock, 3 miles North, B.C.		2
26513	Mar. 18	C.P.R.	Abercorn, $\frac{1}{4}$ mile North, P.Q.		2
26533	Mar. 11	C.N.R.	Sydney Subd., Mile 44, N.S.		1
26544	Mar. 1	C.N.R.	Caraquet Subd., Mile 3.9, N.B.		2
26610	May 23	C.N.R.	Yale Subd., Mile 90.3, B.C.		4
26638	April 13,	C.N.R.	Fraser Subd., Mile 115, B.C.		3
26651	April 28	C.N.R.	Kabiagon, Ont.		1
26681	May 4,	C.N.R.	Yellek, Ont.		5
26706	June 2	C.N.R.	Fossmill, Ont.	1	1
26715	June 2	C.N.R.	Brockville, Manitoba Yd., Ont.		2
26726	May 16	C.N.R.	Togo Sd., Mile 23.4, Sask.	1	2
26736	July 11	C.N.R.	Aston Sd., Mile 4.7, P.Q.		1
26747	May 28	C.N.R.	Pagwa Sd., Mile 84, Ont.		11
26839	July 20	C.N.R.	Quibell Sd. Mile 255, Ont.		3
26857	July 31,	C.N.R.	Branchton, 2 miles North, Ont.		1
26868	June 2	C.N.R.	Coronado Subd., Mile 103, Alta.		1
26874	Aug. 24	C.N.R.	Steep Rock Subd., Mile 1, Man.		1
26875	Aug. 27	C.N.R.	Cascapedia Sd., Mile 9.1, P.Q.		1
26886	Aug. 22	C.P.R.	Thamesville Stn., East of, Ont.		3
27107	Sept. 16	C.N.R.	Yale Sd., Mile 24.4, B.C.		1
27114	Sept. 15	C.N.R.	Clearwater Sd., Mile 117.2, B.C.	1	4
27128	Nov. 2	C.N.R.	St. Valier, P.Q.		1
27152	Nov. 2	C.N.R.	Port Credit, Ont.		1
27163	Oct. 6	C.N.R.	Langham Sd., Mile 92, Sask.	2	8
27225	Nov. 22	C.P.R.	Btn. Rothwell & Treherne, Man.		1
27235	Oct. 18	C.N.R.	Mechako Sd., Mile 74.8, B.C.		1
27251	Nov. 24	C.N.R.	Port Arthur, E. end of "B" Yd., Ont.		1
				11	76



## RAILWAY COMMISSIONERS FOR CANADA

26559	26765-93	Mar.	1	5-29p.	C.N.R.	Lucan, Main St., Ont.	1	Bell	Auto	D.	R.A.	R.	Bldgs.
26540	9437-748	Feb. 28	4	4-08p.	C.N.R. <td>Niagara Falls, Drummond Rd., Ont.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>H.G.</td></td></td>	Niagara Falls, Drummond Rd., Ont.	1	Unp.	Auto	g	R.A. <td>R.<td>H.G.</td></td>	R. <td>H.G.</td>	H.G.
26541	11014-10	Sept. 5	5	11-34a.	C.N.R. <td>Swastika, crossing b'n. Swastika and Shaniko, Ont.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Swastika, crossing b'n. Swastika and Shaniko, Ont.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26542	26711-269	Mar. 24	5	1-25p.	C.N.R. <td>Utterson St., 1st crossing, North of, Ont.</td> <td>2</td> <td>Unp.</td> <td>Truck</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Utterson St., 1st crossing, North of, Ont.	2	Unp.	Truck	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26543	27326-36	Apr. 5	10	3-10a.	C.N.R. <td>Shedden St., 1st crossing, East, Ont.</td> <td>1</td> <td>Bell</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Shedden St., 1st crossing, East, Ont.	1	Bell	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26544	26437-684	Mar. 16	16	5-10a.	C.N.R. <td>St. Thomas, Manitoba St., Ont.</td> <td>1</td> <td>Gates</td> <td>Truck</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	St. Thomas, Manitoba St., Ont.	1	Gates	Truck	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26551	3498-9	Mar. 19	9	5-10p.	C.N.R. & T. <td>St. Catharines, Carleton St., Ont.</td> <td>2</td> <td>Unp.</td> <td>Pedcs.</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	St. Catharines, Carleton St., Ont.	2	Unp.	Pedcs.	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26554	26765-4	April 7	5	6-15p.	C.N.R. <td>South River Stn., 1st crossing, North, Ont.</td> <td>1</td> <td>Bell</td> <td>Pedcs.</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	South River Stn., 1st crossing, North, Ont.	1	Bell	Pedcs.	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26555	26765-46	April 7	5	3-20a.	C.N.R. <td>Galt, Main St., Ont.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Galt, Main St., Ont.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26556	26765-217	April 12	13	2-39p.	C.N.R. <td>Delhi Stn., 1/2 mile East, Ont.</td> <td>1</td> <td>Unp.</td> <td>Truck</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Delhi Stn., 1/2 mile East, Ont.	1	Unp.	Truck	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26557	26711-160	Feb. 5	5	2-39p.	C.N.R. <td>Peterboro, Barnardo Ave., Ont.</td> <td>1</td> <td>Unp.</td> <td>Truck</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Peterboro, Barnardo Ave., Ont.	1	Unp.	Truck	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26558	26727-368	April 19	19	2-10a.	C.N.R. <td>Agricultural, 1-8 miles East, Ont.</td> <td>2</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Agricultural, 1-8 miles East, Ont.	2	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26559	26727-369	April 19	19	2-10a.	C.N.R. <td>Streetsville Jct. Yd., Ont.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Streetsville Jct. Yd., Ont.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26560	26765-101	April 30	30	4-43p.	C.N.R. <td>Winnico, Kipling Ave., Ont.</td> <td>1</td> <td>Unp.</td> <td>Pedcs.</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Winnico, Kipling Ave., Ont.	1	Unp.	Pedcs.	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26561	26711-244	April 21	7	7-32p.	C.N.R. <td>London East, Highway Ave., Ont.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	London East, Highway Ave., Ont.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26562	26782-235	May 7	7	2-43p.	C.N.R. <td>London Junction, 2nd crossing, South, Que.</td> <td>1</td> <td>Unp.</td> <td>H.D.V.</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	London Junction, 2nd crossing, South, Que.	1	Unp.	H.D.V.	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26563	26782-235	May 7	7	2-43p.	C.N.R. <td>Lossburn Rd., 10 poles West of M.P. 50, Man.</td> <td>1</td> <td>Unp.</td> <td>Ped.</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Lossburn Rd., 10 poles West of M.P. 50, Man.	1	Unp.	Ped.	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26564	26744-89	Mar. 24	24	9-43a.	C.N.R. <td>Megantic, Frontenac St., Que.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Megantic, Frontenac St., Que.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26565	27156-97	April 27	27	10-40p.	C.N.R. <td>Niagara Falls, Stanley St. and McLeod Rd., Ont.</td> <td>2</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Niagara Falls, Stanley St. and McLeod Rd., Ont.	2	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26566	27231-17	April 28	28	11-16a.	C.N.R. & T. <td>Cumhampton, King St., N.P.</td> <td>1</td> <td>Unp.</td> <td>Truck</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Cumhampton, King St., N.P.	1	Unp.	Truck	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26567	33229-79	April 30	30	10-45p.	C.N.R. <td>Strathroy, Motolf St., Ont.</td> <td>1</td> <td>Unp.</td> <td>Truck</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Strathroy, Motolf St., Ont.	1	Unp.	Truck	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26568	Case 4795	May 12	12	10-25p.	C.N.R. <td>Watford, Lewis St., Que.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Watford, Lewis St., Que.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26569	27156-163	May 7	7	3-50p.	C.N.R. <td>Hagen Stn., 1st crossing, West, Sask.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Hagen Stn., 1st crossing, West, Sask.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26570	26867-99	May 23	23	8-37p.	C.N.R. <td>McLennan, 1st crossing, West, Sask.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	McLennan, 1st crossing, West, Sask.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26571	39114	May 22	22	19-50k.	C.N.R. <td>St. Lambert, Cote Noir Rd., Que.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	St. Lambert, Cote Noir Rd., Que.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26572	26782-147	May 30	30	6-24p.	C.N.R. <td>Hamilton, King St. Belt Line, Ont.</td> <td>2</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Hamilton, King St. Belt Line, Ont.	2	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26573	27802-15	May 30	30	12-05p.	C.N.R. <td>Exeter Stn., Cote Noir Rd., Que.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Exeter Stn., Cote Noir Rd., Que.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26574	33550-20	June 1	1	7-10a.	C.N.R. <td>Tignish Stn., M.P. 1-92, Main Road, P.E.I.</td> <td>2</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Tignish Stn., M.P. 1-92, Main Road, P.E.I.	2	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26575	26711-541	June 4	4	10-45a.	C.N.R. <td>Exeter Stn., Lake Road crossing, Ont.</td> <td>2</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Exeter Stn., Lake Road crossing, Ont.	2	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26576	26727-200	June 4	4	1-00a.	C.N.R. <td>Thamesville, crossing, M.P. 49-4, Ont.</td> <td>2</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Thamesville, crossing, M.P. 49-4, Ont.	2	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26577	9437-408	May 23	23	11-00a.	C.N.R. <td>Amprior, Daniel St., Ont.</td> <td>2</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Amprior, Daniel St., Ont.	2	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26578	9437-1098	June 8	8	5-35a.	C.N.R. <td>East Windsor, Pillerte Rd., Ont.</td> <td>2</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	East Windsor, Pillerte Rd., Ont.	2	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26579	3192-7	June 8	8	5-35a.	C.N.R. <td>Palmerston, William St., Ont.</td> <td>4</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Palmerston, William St., Ont.	4	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26580	26834	June 13	13	8-52a.	C.N.R. <td>Black River, 200 ft. south of Flag Stn., Ont.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Black River, 200 ft. south of Flag Stn., Ont.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26581	26727-370	April 18	18	21-07k.	C.N.R. & N.Y. <td>Port Arthur, May St., Ont.</td> <td>2</td> <td>Unp.</td> <td>Pedcs.</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Port Arthur, May St., Ont.	2	Unp.	Pedcs.	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26582	70727-209	May 29	29	4-52p.	C.N.R. <td>Cache Bay Stn., Ont.</td> <td>1</td> <td>Unp.</td> <td>Truck</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Cache Bay Stn., Ont.	1	Unp.	Truck	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26583	26730	June 22	22	5-19p.	C.N.R. <td>Port Burwell, Bridge St., Ont.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Port Burwell, Bridge St., Ont.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26584	26842-63	June 20	20	8-05p.	C.N.R. <td>Montreal, Vinet St., crossing, Que.</td> <td>1</td> <td>Unp.</td> <td>Truck</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Montreal, Vinet St., crossing, Que.	1	Unp.	Truck	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26585	26782-77	June 28	28	11-40p.	C.N.R. <td>Confield Jct., crossing 4 miles East, Ont.</td> <td>1</td> <td>Unp.</td> <td>Truck</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Confield Jct., crossing 4 miles East, Ont.	1	Unp.	Truck	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26586	9437-686	July 7	7	6-00p.	C.N.R. <td>Bois Blanc Stn., 1st crossing, East, Ont.</td> <td>2</td> <td>Unp.</td> <td>H.D.V.</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Bois Blanc Stn., 1st crossing, East, Ont.	2	Unp.	H.D.V.	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26587	27156-185	July 7	7	9-45a.	C.N.R. <td>Holland Landing Stn., 1st crossing, South</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Holland Landing Stn., 1st crossing, South	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26588	26750	July 3	3	9-45a.	C.N.R. <td>Carleton Place, William St. crossing, Ont.</td> <td>1</td> <td>Unp.</td> <td>Ped.</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Carleton Place, William St. crossing, Ont.	1	Unp.	Ped.	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26589	26750	July 3	3	9-45a.	C.N.R. <td>Waterloo, Foster St., Que.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Waterloo, Foster St., Que.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26590	26842-63	June 20	20	8-05p.	C.N.R. <td>Brittania Mills, 1st crossing, West of Stn., Que.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Brittania Mills, 1st crossing, West of Stn., Que.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26591	26782-77	June 28	28	11-40p.	C.N.R. <td>Belle Plaine Stn., 1st crossing, 6 miles West, Sask.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Belle Plaine Stn., 1st crossing, 6 miles West, Sask.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26592	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing east Canal Bridge, Ont.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing east Canal Bridge, Ont.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26593	26750	July 3	3	9-45a.	C.N.R. <td>Albreda Subd., M.P. 73-38, B.C.</td> <td>1</td> <td>Unp.</td> <td>Ped.</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Albreda Subd., M.P. 73-38, B.C.	1	Unp.	Ped.	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26594	26842-63	June 20	20	8-05p.	C.N.R. <td>Que. Colborne, crossing east of Station platform, N.B.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing east of Station platform, N.B.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26595	26782-77	June 28	28	11-40p.	C.N.R. <td>Oakville, 1st crossing, East, Ont.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Oakville, 1st crossing, East, Ont.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26596	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26597	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26598	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26599	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26600	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26601	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26602	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26603	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26604	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26605	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26606	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26607	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26608	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26609	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26610	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26611	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26612	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26613	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26614	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26615	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26616	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26617	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26618	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26619	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26620	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26621	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26622	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26623	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26624	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26625	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26626	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26627	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26628	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26629	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26630	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26631	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26632	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26633	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26634	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26635	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26636	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26637	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26638	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26639	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26640	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26641	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26642	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26643	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26644	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26645	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26646	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26647	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26648	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.<td>Bldgs.</td></td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.<td>Bldgs.</td></td>	R. <td>Bldgs.</td>	Bldgs.
26649	26750	July 3	3	9-45a.	C.N.R. <td>Que. Colborne, crossing north of N. Switch, Alta.</td> <td>1</td> <td>Unp.</td> <td>Auto</td> <td>g</td> <td>R.A.<td>R.</td></td>	Que. Colborne, crossing north of N. Switch, Alta.	1	Unp.	Auto	g	R.A. <td>R.</td>	R.	

No. 9.—STATEMENT showing highway crossing accidents attended by personal injury, investigated during year ended, December 31, 1934—Continued.

Inv. File	Board File	Date	Time	Railway	Place	K.	I.	Protec- tion	Class of Accident	Remarks
26827	4135-58-284	July 14	3-15p.	C.N.R.	Perch Station, 1 mile West, Ont.	1	3	Unp.	Auto	R.A.
26830	9437-931	July 28	1-00p.	M.C.R.	Victoria Park, Clifton Hill crossing, Ont.	1	1	Unp.	Auto	R.A.
26840	26727-84	Aug. 2	10-55a.	C.P.R.	Eady Stn., 1-9 miles North, Ont.	1	1	Unp.	Truck	R.A.
26845	9437-20	Aug. 3	9-03p.	C.N.R.	Kitchener, Ont.	1	1	Unp.	Bicycle	R.A.
26853	24540-1	Aug. 4	6-20k.	E. & N.	Lake Cowichan Rd., M. 2-72, B.C.	1	6	Unp.	Auto	R.A.
26856	37456-351	July 26	7-08p.	C.P.R.	Orillia, Muskoka Road, Ont.	1	1	Unp.	Truck	R.A.
26859	26727-552	July 26	6-20p.	C.N.R.	Port Hope, 1st crossing East, Ont.	2	1	Unp.	Truck	R.A.
26861	26807-65	July 10	17-18k.	C.P.R.	London Pass, Egerton St., Ont.	1	1	Unp.	Auto	R.A.
26872	26807-65	July 15	14-25k.	C.P.R.	Moose Jaw, 8th Ave. Sisk., Sask.	1	1	Unp.	Auto	R.A.
26873	26799-8	Aug. 12	11-43p.	P.M.B.	Chatham, Park St., Ont.	1	5	Unp.	Auto	R.A.
26888	26820-3	Aug. 22	7-30p.	T.H. & B.	Hamilton, Cochran Ave. Ont.	1	1	Unp.	Auto	R.A.
26890	9437-860	Aug. 15	3-07k.	C.N.R.	Hamilton, Sherman Ave. Ont.	1	1	Gades	H.D.V.	R.A.
26897	27365-64	Aug. 25	18-04k.	C.P.R.	Clanaboye, 3rd crossing South, Man.	1	1	Unp.	Auto	R.A.
26898	27231-18	Aug. 4	3-15p.	N. St. C.	Welland Station, .43 miles South, Ont.	1	1	Unp.	Auto	R.A.
26904	33229-82	July 24	9-25p.	C.N.R.	Centreville Stn., 1 mile South, N.B.	2	4	Unp.	Auto	R.A.
26905	33229-59	Aug. 10	1-05a.	C.N.R.	Truro, High St. crossing, N.S.	1	2	Unp.	Auto	R.A.
26910	26786-89	Aug. 2	17-03k.	C.N.R.	Canrose Subd., M.P. 75-74, Alta.	1	1	Unp.	Pedest.	R.A.
26911	26711-547	Sept. 1	5-12p.	C.N.R.	Cookstown, 2nd crossing South, Ont.	1	1	Unp.	Pedest.	R.A.
26915	26711-548	Aug. 29	9-25a.	C.N.R.	Ingleswood Stn., 2nd crossing North, Ont.	1	1	Unp.	Truck	R.A.
26916	9437-194	Aug. 22	10-38a.	C.N.R.	River Beaudette, 1st crossing, 200 ft. West, Que.	1	2	Unp.	Truck	R.A.
26917	26786-90	Aug. 11	13-25k.	C.N.R.	Brazeau Subd., M.P. 52-9, Alta.	1	1	Unp.	Auto	R.A.
26920	26727-372	Aug. 11	2-10a.	C.P.R.	Sault Ste. Marie, Cathcart St., Ont.	2	2	Unp.	Auto	R.A.
26927	26711-549	Aug. 24	5-48p.	C.N.R.	Falkenburg, crossing North, Alta.	2	3	Unp.	Auto	R.A.
26928	27156-16	Aug. 30	22-58k.	C.P.R.	Okotoks, 2nd crossing North, Alta.	1	1	Unp.	Auto	R.A.
26929	27156-16	Aug. 30	9-13p.	C.P.R.	Yamachiche Stn., 3-8 miles West, P.Q.	1	1	Unp.	Auto	R.A.
26930	27156-140	Aug. 29	9-12a.	C.P.R.	St. Simons, crossing South of P.Q.	1	2	Unp.	Auto	R.A.
26933	27156-186	Sept. 1	8-20a.	C.P.R.	St. Maurice Stn., 3-15 miles North of P.Q.	1	5	Unp.	Auto	R.A.
26934	27156-187	Sept. 5	10-20a.	C.P.R.	St. Maurice Stn., 1-7-8 miles South, Que.	1	1	Unp.	Auto	R.A.
26942	26727-233	Aug. 28	6-48p.	C.P.R.	Zorra Stn., 1-7-8 miles East, Ont.	1	1	Unp.	Auto	R.A.
26945	16808	July 24	1-40p.	C.P.R.	Peterboro, Park St., Ont.	1	1	Unp.	Pedest.	R.A.
26953	9437-147	Sept. 8	1-03p.	C.N.R.	Beachville Stn., crossing East, Ont.	1	2	Unp.	Auto	R.A.
26956	26727-371	Sept. 5	7-30a.	C.P.R.	Peterboro, 2-8 miles West, Ont.	1	2	Unp.	Auto	R.A.
26962	26807-100	Sept. 10	10-00k.	C.P.R.	McLean, 2 miles West of Sask.	1	1	Unp.	Auto	R.A.
26964	9437-1331	Sept. 4	10-10a.	C.N.R.	Baden, 2nd crossing East, Ont.	1	2	Unp.	Truck	R.A.
26965	26711-96	Aug. 24	7-10a.	C.N.R.	Burlington, 3rd crossing North, Ont.	1	1	Unp.	Auto	R.A.
26978	26711-550	Aug. 9	11-05a.	C.N.R.	Fortthorn, 1st crossing North of Station, Ont.	1	6	Unp.	Auto	R.A.
26983	26807-51	Sept. 20	12-51k.	C.P.R.	Regina Station, 2-5 miles West, Sask.	1	1	Unp.	Pedest.	R.A.
26986	26765-156	Sept. 8	2-19p.	C.N.R.	Brantford, Sheridan St., Ont.	1	1	Unp.	Truck	R.A.
26987	26802-28	Sept. 4	12-20p.	T.H. & B.	Brantford, Oak St., Ont.	1	1	Unp.	Truck	R.A.
26990	26837-102	Aug. 29	11-33k.	C.P.R.	Parlight, 1st crossing East of Station, Sask.	1	6	Unp.	Truck	R.A.
26991	26807-101	Sept. 10	11-59k.	C.P.R.	Maple Creek Subd., M.P. 57-3, Alta.	1	1	Unp.	H.D.V.	R.A.
26995	38784	Sept. 15	10-10a.	S. & L.	Dominion, Mitchell Ave., N.S.	1	1	Unp.	H.D.V.	R.A.
26999	9437-89	Sept. 28	1-20a.	C.P.R.	Washington Stn., 1st crossing East, Que.	1	1	Unp.	Auto	R.A.
27003	27437-1324	Sept. 27	4-10p.	C.P.R.	Hull, St. Redempteur St., P.Q.	1	1	Unp.	Auto	R.A.



27004	28786-8	Sept. 30	20-50k.	C.N.R.	Hanna Stn., 1st crossing West, Alta.	Truck	S.S.	R.A.	R.
27008	18706	Sept. 1	17-06k.	C.N.R.	Fort William, Victoria Ave., Ont.	Truck	S.S.	R.A.	R.
27015	26711-551	Sept. 24	11-05a.	C.N.R.	Kingscourt, crossing 1 mile East, Ont.	Auto	D.	R.A.	U.
27018	26727-223	Oct. 2	7-00	C.P.R.	Appin, crossing just West of Station, Ont.	Auto	D.	R.A.	R.
27024	26721-552	Oct. 25	4-55p.	C.N.R.	London East, Clark's Side Road, Ont.	Truck	D.	R.A.	R.
27025	26727-374	Sept. 28	12-10a.	C.P.R.	Donlands, crossing East Station, Ont.	Auto	D.	R.A.	U.
27045	26727-329	Sept. 3	13-14k.	C.P.R.	Dryden, 1st crossing just North, Ont.	Auto	D.	R.A.	U.
27046	26711-555	Oct. 3	11-40p.	C.N.R.	Midhurst, crossing just North, Ont.	Auto	D.	R.A.	U.
27047	26765-238	Oct. 5	5-08p.	C.N.R.	Port Colborne, Kent St., Ont.	Truck	D.	R.A.	U.
27052	26765-238	Oct. 15	5-08p.	C.N.R.	Marshallville, crossing East of, Ont.	Truck	D.	R.A.	U.
27057	26800-20	Oct. 15	18-50k.	D.A.R.	Halifax Sd., M.P. 34, Aikens crossing, N.S.	Truck	D.	R.A.	R.
27060	26824	Sept. 26	18-50k.	C.N.R.	Port Arthur, May St., Ont.	Truck	D.	R.A.	R.
27067	9437-182	Sept. 22	4-52p.	C.N.R.	Kirkland Lake Sd., 8 poles East of M.P. 53, P.Q.	Truck	D.	R.A.	U.
27069	26711-554	Oct. 12	12-32p.	C.N.R.	Mount Brydges, Adelaide St., Ont.	Truck	D.	R.A.	U.
27070	26744-90	Oct. 5	6-0p.	C.N.R.	Sarnia Yd., Vidal St., Ont.	Auto	D.	R.A.	U.
27072	9437-244	Sept. 27	9-45k.	C.N.R.	Hartney Sd., M.P. 12-6, Man.	Auto	D.	R.A.	U.
27073	24545	Oct. 4	9-30p.	C.N.R.	Mariposa, 1st crossing West, Ont.	Auto	D.	R.A.	U.
27075	27156-19	Oct. 4	4-40p.	C.P.R.	Gladstone Stn., crossing North, Ont.	Auto	D.	R.A.	U.
27077	28800-30	Oct. 21	5-40p.	C.N.R.	Sutton, Main St., Que.	Auto	D.	R.A.	U.
27082	27802-19	Oct. 17	3-15p.	D.A.R.	Clementsport Stn., 1st crossing East, N.S.	Truck	D.	R.A.	U.
27088	27401-66	Oct. 17	3-40p.	C.P.R.	Brantford, Mt. Pleasant St., Ont.	Auto	D.	R.A.	U.
27089	27401-67	Oct. 17	6-30p.	C.P.R.	Dee Sd., 2 miles north, N.B.	Auto	D.	R.A.	U.
27100	27270-10	Oct. 2	11-30a.	N.Y.C.	St. Stephen, Queen St., N.B.	Auto	D.	R.A.	U.
27101	9437-552	Oct. 28	12-25a.	C.N.R.	Beaman Pass, St. Louis St., P.Q.	Auto	D.	R.A.	U.
27102	26842-56	Oct. 29	8-45p.	C.P.R.	London East, Egerton St., Ont.	Auto	D.	R.A.	U.
27106	1225-29	Oct. 28	9-06a.	C.N.R.	Blenheim, Town St., Gravelly Rd., Ont.	Auto	D.	R.A.	U.
27115	26872-161	Nov. 6	5-50p.	C.N.R.	Cote St. Paul, Angus St., P.Q.	Auto	D.	R.A.	U.
27130	26711-244	Oct. 31	3-15a.	C.N.R.	Quebec, St. Val, St. P. Q.	Auto	D.	R.A.	U.
27134	26711-462	Oct. 28	12-10p.	C.N.R.	London East, Highbury Ave., Ont.	Auto	D.	R.A.	U.
27139	26711-555	Nov. 6	12-55a.	C.N.R.	Guelph Jet, Alma St., Ont.	Auto	D.	R.A.	U.
27140	26744-80	Sept. 19	11-00k.	C.N.R.	Holmesville, 1st crossing West, Ont.	Auto	D.	R.A.	U.
27141	27156-189	Nov. 9	9-35a.	C.N.R.	Oak Bluff, 3 poles East of Mile 5, Carman S., Man.	Auto	D.	R.A.	U.
27142	32229-24	Oct. 24	7-25p.	C.P.R.	Cookshire, 3rd crossing West, P.Q.	Auto	D.	R.A.	U.
27146	27156-188	Nov. 13	9-12a.	C.P.R.	Papineau Stn., crossing East, N.B.	Auto	D.	R.A.	U.
27148	26765-91	Nov. 13	11-45a.	C.N.R.	Hampton Stn., crossing South, P.Q.	Auto	D.	R.A.	U.
27149	9437-80	Nov. 13	11-45a.	C.N.R.	Perth St., Brockville, Ont.	Auto	D.	R.A.	U.
27155	9437-192	Nov. 13	8-35a.	C.N.R.	Stratford, Ontario St., Ont.	Auto	D.	R.A.	U.
27157	9437-1924	Nov. 22	6-05a.	C.P.R.	Hurdman, Russell Road, Ont.	Auto	D.	R.A.	U.
27158	26727-375	Nov. 22	6-05a.	C.P.R.	Hull, St. Redempteur St., P.Q.	Auto	D.	R.A.	U.
27162	28786-11	Sept. 29	12-50k.	C.P.R.	Massey Stn., crossing West of, Ont.	Auto	D.	R.A.	U.
27164	28786-92	Oct. 4	9-00k.	C.N.R.	Edmonton, St. Albert Trail, Alta.	Auto	D.	R.A.	U.
27167	26747-32	Oct. 9	20-13k.	C.N.R.	Camrose Sd. Mile 24-73, Alta.	Auto	D.	R.A.	U.
27170	27467-124	Sept. 7	11-10k.	C.N.R.	Langham Sd. Mile 74-5, Sask.	Auto	D.	R.A.	U.
27172	11029-19	Nov. 1	19-10k.	C.N.R.	Saskatoon, Ave. "E" at intersection of Spadina Crescent, Sask.	Auto	D.	R.A.	U.
27177	26727-80	Oct. 30	6-55p.	C.N.R.	Turtleford Yd., West End, Sask.	Auto	D.	R.A.	U.
27179	9437-1038	Nov. 15	11-20p.	C.N.R.	Toronto Term., Queen St. Ont. M. 121, Obico Cut-off	Auto	D.	R.A.	U.
27183	38681-4	Nov. 10	1-25p.	C.N.R.	Mimico, Dixie Road, 2 miles West, Ont.	Auto	D.	R.A.	U.
27189	26727-322	Nov. 11	3-20a.	C.N.R.	Caledonia Stn., Farrell crossing, Ont.	Auto	D.	R.A.	U.
27192	9437-846	Nov. 7	4-45p.	C.N.R.	St. Thomas, Asphalt crossing, Arcadia Ave., N.S.	Auto	D.	R.A.	U.
27204	36202-1	Oct. 30	9-45a.	C.N.R.	Stratford, Erie St., Ont.	Auto	D.	R.A.	U.
27208	18034-39	Nov. 20	12-28p.	C.N.R.	Glenora, Erie St., Ont.	Auto	D.	R.A.	U.
27211	9437-217	Nov. 25	12-28p.	L.E. & N.	Simcoe, Wilson's Ave., Ont.	Auto	D.	R.A.	U.
27214	9437-620	Dec. 3	7-00p.	C.P.R.	Beeton, 1st crossing South, Ont.	Auto	D.	R.A.	U.
					Galt, Dundas St., Ont.	Auto	D.	R.A.	U.



No. 9.—STATEMENT showing highway crossing accidents attended by personal injury, investigated during year ended, December 31, 1934—*Concluded*

Inv. File	Board File	Date	Time	Railway	Place	Protection		Class of Accident	Remarks
						K.	I.		
27217	26727-377	Dec. 8	1:00p.	C.P.R.	Almonte Stn., crossing East of, Ont.	1	2	Truck	D. R. A. R. Bldgs.
27228	21715-3	Nov. 6	20:55k.	C.P.R.	Dewdney Stn., 50 ft. East, B.C.	2	...	Auto	D. R. A. R. Bldgs.
27231	26711-226	Dec. 8	12:15p.	C.N.R.	Goderich, Huron Rd., Ont.	...	1	Unp.	S. R. A. R. T. Bldgs.
27248	27401-29	Dec. 6	7:48a.	C.N.R.	Urban, Cornhill St., N.B.	...	1	Ball	S. R. A. U. Bldgs; Sdg.
27257	26744-91	Dec. 3	18:50k.	C.N.R.	Somerset, Main St., Man.	...	1	Unp.	S. R. A. R. Bldgs.
						68	256		

EXPLANATION OF ABBREVIATIONS

Unp.	Unprotected
L. F.	Lightning Flash.
W. Man.	Watchman.
Ped.	Pedestrian.
H. D. V.	Horse Drawn Vehicle.
S.	Single.
D.	Double.
R. A.	Right Angle Crossing.
U.	Urban.
R.	Rural.
Bldgs.	Buildings.
Sdg.	Stalling.
H. G.	High Ground.
B. B.	Billboard.
B. F.	Board Fence.

# REPORT OF THE COMMISSIONERS

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Inv. File	Date	Railway	Place	Remarks	Killed	Injured
26224	Nov. 18	C.N.R.	Gladstone Subd., M. 14-3, Man.	Getting off seat to attend fire, engine lurched		1
26229	Nov. 30	C.N.R.	Brantford, Ont.	Knee struck by lever in cab, as cylinder cock rigging struck scrap pile		1
26231	Oct. 13	C.N.R.	Oakville, East of, Ont.	Slide fell off back of cab and struck hand and arm		1
26241	Nov. 18	C.N.R.	River Denys, N.S.	Shaking grates, shaker bar slipped		1
26257	Dec. 15	C.N.R.	Carman, Man.	Taking water, knocked down by spout as chain broke		1
26264	Nov. 4	C.N.R.	Turcot, Montreal, P.Q.	Slipped on tender step, fell between platform and buffer beam of engine		1
26268	Dec. 24	C.P.R.	Bury, P.Q.	Elbow struck buffer door, as shaker bar came off		1
26276	Dec. 13	C.P.R.	Elkhorn, Man.	Examining water in tender, fell from end of running board to ground		1
26307	Nov. 21	C.N.R.	Bonnyville Sd., Beaver River crossing, Alta.	Switching, engine and cars struck balance of train		1
26328	Dec. 29	C.N.R.	Makaroff, Man.	Locomotive steam whistle stuck open		1
26370	Jan. 31	C.N.R.	Taschereau, P.Q.	Reversing engine, engine hard to handle		1
26374	Jan. 22	C.N.R.	Paris, Junction, Ont.	Getting down from tender of engine, slipped		1
26422	Feb. 15	C.P.R.	Toronto, John St. Shop Track, Ont.	Slipped while getting on engine		1
26435	Feb. 2	C.C.R.	Tring Junction, P.Q.	Unknown. Was either working alongside engine, or fell out of cab window.	1	
26436	Dec. 18	C.N.R.	Limoilou, P.Q.	Slipped when stepping on beam of turn table		1
26437	Jan. 29	C.N.R.	Fresniere, P.Q.	When lowering standpipe, same broke and fell on Fireman's leg		1
26443	Feb. 5	C.N.R.	Riviere a Pierre, P.Q.	Slipped while getting off engine		1
26444	Dec. 27	C.N.R.	Charette, P.Q.	Threw reverse lever to forward position and wedged himself between cab and lever.		1
26446	Dec. 26	C.N.R.	St. Raymond, P.Q.	Shaker bar slipped, while shaking fire		1
26462	Feb. 14	C.N.R.	Newmarket Sd., M.P. 58, Ont.	Bolt holding whistle lever shaft to roof of cab broke off		1
26470	Jan. 8	C.N.R.	Marcus Mine Spur, Clover Bar, Alta.	Put head out of window or gangway of engine, struck by box-car		1
26507	Jan. 26	C.P.R.	Saddle Rock, B.C.	Right main rod broke, knocking out right front cylinder head		1
26530	Feb. 12	C.N.R.	Levis, P.Q.	Water glass broke		1
26532	Feb. 24	C.N.R.	St. Adelphe, P.Q.	Went out on top of engine to remove ice from whistle, foot caught in steam valve.		1
26543	April 3	C.P.R.	MacLeod Yard, Alta.	Water glass broke		1
26546	Mar. 10	C.N.R.	Chatham, M.P. 182, Ont.	Turning water spout around when taking water, slipped and fell		1
26577	Mar. 23	C.N.R.	Limoilou, P.Q.	Slipped on icy running board of engine, when getting out through cab window.		1
26578	Feb. 25	C.P.R.	Tieborne, Ont.	Assisting Fireman to take coal at chute, caught foot between side of coal box on tender and chute.		1
26582	May 2	C.N.R.	Between Zehner and Frankslake, Sask.	While shaking grates, shaker bar slipped		1
26580	Mar. 13	C.N.R.	Regina, Simpson Lead, Sask.	Squirt hose pipe connection blew out of ashpan		1
26587	Mar. 17	C.P.R.	Regina, Sask.	Water glass broke		1
26603	Mar. 18	C.P.R.	Cloister, Near, B.C.	Rock, dislodged from embankment, struck cab		1
26613	April 14	C.N.R.	Montreal, Turcot Ashpit, Que.	Applied shaker bar improperly		1
26622	April 24	C.N.R.	Sumnerstown, Ont.	Stud of boiler blew out in cab, allowing steam to escape		1
26623	April 16	C.N.R.	Woodstock, Ont.	Shaker bar slipping off shaker rigging		1
26629	April 28	C.N.R.	Barachois, N.S.	Shaker bar slipped off		1
26657	June 1	C.N.R.	Grand Narrows, N.S.	Taking water at tank, spout fell down as chain broke		1
26658	May 26	C.N.R.	Levis, P.Q.	Fell from running board while attending to classification lamps		1

No. 10.—STATEMENT showing accidents to employees while working on or under engines, investigated during the year ended December 31, 1934.—*Concluded.*

Inv. File	Date	Railway	Place	Remarks	Killed	Injured
266753	April 3	C.N.R.	Pumichy, Sask.	When starting, train broke in two, causing shaker bar to fall.		1
26677	May 19	C.P.R.	Toronto, John St., Ont.	Watering coal, lost balance and fell to ground.		1
26681	June 2	C.N.R.	Lindsay, Ont.	Joint on left boiler check of engine blew off.		1
26712	Mar. 9	C.P.R.	Bevermouth, B.C.	Lost balance, while descending from tender.		1
26713	April 8	C.N.R.	Fraser Subd., M.P. 15-7, B.C.	Burned by water and steam escaping from blow-off cock.		1
26730	June 12	C.N.R.	Lafontaine, P.Q.	Car heating steam valve and connection on engine blew off.		1
26792	June 21	C.N.R.	North Sydney, engine house, N.S.	Wetting down cab with squirt hose, injector split open.		1
26824	July 3	C.N.R.	South River, Ont.	While taking coal, apron of chute fell down.		1
26834	June 12	C.N.R.	Between Fisher and Landrienne, P.Q.	Shaker rod slipped, fingers struck boiler face plate.		1
26838	July 18	C.N.R.	Paris Junction, Ont.	Taking coal, knocked to ground by ascending apron.		1
26847	June 24	C.N.R.	Fraser River Junction, B.C.	Engine fuel burst.		3
26848	Aug. 5	C.N.R.	Levis, P.Q.	Coal clam pushing car skidded, sideswiped engine as Engineer descending from cab.		1
26941	Sept. 8	C.N.R.	Kingston, Ont.	Leading crank pin hot on engine.		1
26948	Aug. 26	C.N.R.	New Carlisle, P.Q.	Foot slipped off engine stop.		1
26968	Sept. 11	C.N.R.	Hamilton Yard, Ont.	Spotting car, Fireman looking out cab window, struck by piece of timber.		1
26975	Sept. 15	C.N.R.	Thorold, Lock 25, Ont.	Engineer put elbow through broken window at rear of cab.		1
26993	Sept. 21	C.N.R.	Newcastle, N.B.	Shaking grates, shaker bar slipped.		1
26994	Oct. 3	C.N.R.	Trenton, Ont.	Shaking grates, shaker bar slipped.		1
27010	Aug. 18	C.P.R.	Lytton, B.C.	Collar broke top of left injector steam pipe.		1
27012	Aug. 18	C.P.R.	Lytton, B.C.	Shutting off steam valve in cab, fell.		1
27023	Sept. 17	C.N.R.	Moncton, N.B.	Crane Engineer swinging boom when way not clear.		2
27025	Sept. 17	C.N.R.	Caledonia, Ont.	Injector broke, hot water escaped from overflow pipe.		1
27024	Sept. 11	C.N.R.	Stettler, subd. M. 88, Alta.	Shaker bar slipped off mast.		1
27038	Sept. 29	C.N.R.	Winnipeg, Hill Track No. 4, Man.	Filling lubricator, slipped off false deck below engineman's seat box.		1
27056	Oct. 7	C.N.R.	South Parry Yd., Ont.	Sudden start of train.		1
27053	Oct. 14	C.N.R.	Stony Creek, Ont.	Water glass broke.		1
27063	Oct. 10	C.N.R.	St. Boniface, Thompsons Spur, Man.	Struck head on projecting bolt on engine coal gate.		1
27068	Oct. 11	C.P.R.	Glen Tay, Ont.	Shaker bar slipped off.		1
27078	Oct. 6	C.N.R.	Longley, N.B.	In darkness and run, Fireman did not notice he was clear of coal chute.		1
27123	Oct. 27	C.P.R.	Slawa, Alta.	Slipped off tender while taking water.		1
27136	Oct. 23	C.N.R.	Busby, N.B.	Pipe used on shaker bar slipped off.		1
27145	Nov. 14	C.P.R.	Lethbridge Shop Truck, Alta.	Bonnet valve not proper secured in position, and renewed.		1
27190	Nov. 15	M.C.R.	Windsor, Ont.	Jarred off engine due to hard coupling.		1
27219	Nov. 14	C.P.R.	Ruby Creek, B.C.	Pulling down coal chute apron, hand slipped from chain.		1
27220	Nov. 28	C.N.R.	Mimico, Ont.	Struck head against apron plate between engine and tender.		1
27221	Nov. 12	C.N.R.	Lulu Island Line, Bridge near water tank, B.C.	Getting out on tender of engine, slipped on man-hole.		1
27031	Oct. 9	C.N.R.	London Yard, Ont.	Slipped off running board of engine.		1
					1	77

No. 11.—STATEMENT showing the number of highway crossing accidents reported with the total number of killed and injured, by provinces, for year ended December 31st, 1934.

Railway	Prince Edward Island			Nova Scotia			New Brunswick			Quebec			Ontario			Manitoba			Saskatchewan			Alberta			British Columbia			Total		
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.			
Canadian National.....	2	2	1							6	10	6	23	81	10	1	11	3	1	2		13	3	2	1		111	42	134	
Canadian Pacific.....				3			7	7	9	10	8	20	29	10	34	1			7	3	14	7	1	15	1	2		68	26	86
Montreal & Southern Counties.....											1		2															1	1	2
Lake Erie & Northern.....																														
Napierville Junction.....																														
Sydney & Louisburg.....																														
Esquimalt & Nanaimo.....				1						1	1	1																1	1	1
Northern Alberta.....																														
Pere Marquette.....																														
Nipissing Central.....																														
Essex Terminal.....											2	1	5	1	4							1	1		6		1	1	1	6
Dominion Atlantic.....																														
Niagara, St. Catharines & Toronto.....				2	1	1							1	2														3	1	4
New York Central.....																														
Toronto, Hamilton & Buffalo.....											1	1	1	11														1	2	7
Michigan Central.....													6	6														2	1	11
													4	4	1													6	1	6
	2	2	1	6	2	7	10	9	11	35	16	39	119	42	140	11	1	12	10	4	16	1	29	5	4	7	214	81	262	



No. 12.—STATEMENT showing highway crossings at which protection provided, and the nature of protection, during period of twelve months ended December 31, 1934.

File No.	Order No.	Location of Crossing	Railway	Nature of Protection
26765-132	50548	Toronto, Victoria Park Ave.	C.N.R.	Flood lights. Advance warning signs installed
26782-222	50657	Longueuil, P.Q., Chamblay Road.	C.N.R.	Speed limitation of 10 miles an hour.
31046-27	50676	Ste. Cecile station, P.Q., Church crossing.	Q.C.R.	Snow fence changed to wire fence.
29690-17		Freepoint stop, Ont., crossing north of.	G.R.R.	Station shelter relocated; advance warning signs installed.
9437-529	50692	Kingsville station, Ont., crossing 1-27 miles west.	P.M.R.	Double bells and wigwags installed.
33550-17		Clyde, P.E.I., crossing just east.	C.N.R.	Trees trimmed.
26727-366	50759	Geoph, Ont., Stevenson Street.	C.P.R.	Speed limitation of 10 miles an hour.
26842-175	50757	Orionville, Ont., 1st Concession Road.	M.C.R.	Movements over crossing to be flagged.
9437-923	50711	London, Ont., William Street.	C.N.R.	Speed limitation of 10 miles an hour.
10011-1	50776	St. Lambert, P.Q., Oak Street.	C.N.R.	Cars on siding to be kept back from crossing 100 feet.
9437-81		Hamilton, Ont., Ottawa Street.	C.N.R.	Highway crossing sign installed.
9437-1192	50792	Dixie, Ont., crossing just east of.	C.P.R.	Double bells and wigwags installed.
Case 4796	50852	Thamesville, Ont., Victoria Street.	C.N.R.	Double bells and shrubbery cut down.
26782-157		Laval sur le Lac, P.Q., 1st crossing west of.	C.N.R.	Trees trimmed and shrubbery cut down.
26744-72		Victoria Beach Subd., Man., crossing Mile 4-74.	C.N.R.	Advance warning signs installed.
26765-184		Peterboro, Ont., George St.	C.N.R.	Advance warning signs installed.
27156-182		West Bromie station, P.Q., 1st crossing west of.	C.P.R.	Advance warning signs installed.
Case 4795	50775	Strathroy, Ont., Caradoc St.	C.N.R.	Switching movements to be flagged by member of train crew.
26711-524	50811	Newmarket, Ont., Timothy St.	C.N.R.	Wigwag signal installed in addition to bell already provided.
26711-555		Lindsay, Ont., Russell St.	C.N.R.	Highway crossing sign installed.
26711-538	50812	Newmarket, Ont., Water St.	C.N.R.	Wigwag signal installed in addition to bell already provided.
26757-348	50799	Drumbo, Ont., crossing $\frac{1}{2}$ mile east of.	C.P.R.	Obstruction to the view removed.
27218-40	50720	Westchester station, N.S., crossing just west of.	C.N.R.	Bell and wigwag signal installed in lieu of existing bell.
27467-121		Flaxcombe, Sask., crossing Mile 22-36 Oyen Subd.	C.N.R.	Cars to be kept back 400 feet from crossing.
13019		Brampton, Ont., Queen St.	C.N.R.	Shrubs and trees cut down.
34121	50814	Walkerville, Ont., Walker Road.	Essex Tern.	Speed limitation of 10 miles an hour.
27073-46		Chilliwick, B.C., Yale Road.	C.N.R.	Section house and tool houses removed.
30113-50	50730	Ashcroft Subd., B.C., crossing Mile 5-66.	C.N.R.	Obstruction in southeast angle of crossing removed.
11014-10		Swastika, Ont., crossing east of station.	Nipissing Cen.	Whistle posts installed on railway.
59444-3		Sawyerville station, P.Q., crossing south of.	C.P.R.	Stop signs installed.
24316	51008	North Bay, Ont., Golf St.	C.P.R. & T. & N.O.	Three bells and wigwag signals installed.
18294	51022	New Westminster, B.C., between McNeely and McInnes Streets.	C.P.R.	Change in location of crossing.
18294	51023	New Westminster, B.C., crossing foot of Royal Ave.	C.N.R.	Change in location of crossing.
26765-29	50868	Tillsonburg, Ont., crossing immediately west of.	C.N.R.	Flood light installed.
26782-223		Yamaska, P.Q., 1st crossing east of station.	C.N.R.	Stop signs installed.
27218-71	51070	New Glasgow, N.S., St. John Street.	C.N.R.	Wigwag installed in addition to existing bell.
27156-163	51088	Waterloo, P.Q., Lewis Street.	C.P.R.	Speed limitation of 10 miles an hour.

9437-178	51107	Port Credit, Ont., Hurontario St.	C.N.R.	Two manually operated wigwags with bells.
26727-369		Streetsville Junction, Ont., 1st crossing north.	C.P.R.	Bushes cut down.
26711-160		Peterboro, Ont., Barnado Avenue	C.N.R.	Advance warning sign installed; trees trimmed and removed.
28786-84		Tolfield, Alta., 1st crossing west of station	C.N.E.	South approach graded; whistle post installed west of crossing.
26727-2		London, Ont., Third Street crossing.	C.P.R.	Advance warning signs installed.
3498-9		St. Catharines, Ont., Carleton Street.	N. & C. & T. Ry.	Advance warning signs installed.
26711-540	51153	London, Ont., Highbury Ave.	C.N.R.	Speed limitation on eastbound traffic.
50213-49		Cowichan Subd., B.C., crossing Mile 9-7.	C.N.R.	Brush and trees removed.
Case 588	51005	Essex, Ont., Victoria & Talbot Sts.	M.C.R.	Changes in operating circuits of wigwag signals.
9437-104	51034	Cooksville, Ont., Dundas Street	C.P.R.	Changes in operating circuits of wigwag signals.
9437-133		Comber, Ont., Main Street	C.N.R.	Trees cut down, whistle post installed.
39114		McLennan, Alta., 1st crossing west	C.N.R.	Bell and wigwag signal installed.
38681	51071	Matapedia Subd., crossing Mile 12-95, Que.	C.P.R.	Cars to be kept back 150 feet from crossing.
26727-370	51163	Cache Bay station, Ont., crossing 1,350 feet west.	C.N.R.	Bell and wigwag signal installed.
26765-76	51224	Delhi, Ont., 2nd crossing east of	C.P.R.	Stop Signs installed.
27156-179		Talton, P.Q., crossing 1-5 miles east of	C.P.R.	Crossing signs repainted.
31008		Carleton County, Island Park Driveway crossing.	C.N.R.	Crossing sign boards painted.
31034		Ottawa, Ont., Island Park Driveway crossing.	C.N.R.	Embankments cut down, danger signs installed.
27811-1		Edmonton, Alta., Mile 2-3, Unity Subd.	C.N.R.	Double bells and wigwag signals installed.
28786-79		Camrose Subd., Alta., crossing Mile 2-27.	C.N.R.	Trees removed.
9437-279	51314	Winnipeg, Man., Talbot Avenue	C.N.R.	Approaches graded.
26782-226		Britannia Mills, P.Q., crossing Mile 42	C.P.R.	Danger sign installed on the highway east of crossing.
27156-184		Berthier station, P.Q., 1st crossing east of	C.N.R.	Trees and brush cut down.
29680-15		Waterloo, Ont., Park Street crossing.	C.N.R.	Crossing plankings renewed to conform with Board's requirements.
33550-50		St. Leonards, P.E.I., crossing Mile 1-92	C.N.R.	2nd and wigwag signal installed.
26744-88		Winnipeg, Man., Alexander Avenue	C.N.R.	Brush and scrub removed.
9437-748	51289	Niagara Falls, Ont., Drummond Road	C.N.R.	Speed limitation of 10 miles an hour.
163-4	51267	Port Arthur, Ont., May Street	C.N.R.	Speed limitation of 6 miles an hour.
26711-545		Oakville, Ont., 4th crossing east of	C.N.R.	Trees trimmed.
33229-81	51275	Victoria, New Brunswick, Mile 7-25	C.N.R.	Hedge cut down.
27156-140	51366	St. Simon, P.Q., crossing Mile 37	C.P.R.	Speed limitation of 10 miles an hour.
27156-178	51402	Quebec, P.Q., Ramsey Street	C.P.R.	Speed limitation of 6 miles an hour.
33259-82	51407	Quebec station, N.B., crossing Mile 157-86	C.N.R.	Trees cut down.
26711-534		Port Colborne, Ont., Welland Canal crossing	C.P.R.	Speed limitation of 10 miles an hour.
26727-351		Port Hope, Ont., Hope street crossing	C.P.R.	Brush cut down.
27811-40	51428	Cookstown, Ont., 2nd crossing south of station	C.N.R.	Stop signs installed.
26711-547		Moos Jaw, Sask., 8th Avenue east	C.P.R.	Bell and wigwag signal installed.
26807-9		Brampton, Ont., crossing 3 miles west of	C.N.R.	Bill-boards removed.
26711-231	51464	St. Catharines station, P.Q., 1st crossing west of	C.N.R.	Trees removed.
39255		McLennan station, Sask., 2nd crossing west of	C.N.R.	Brush and trees cut down.
28786-60		Saskatoon, Sask., crossing near	C.N.R.	Trees and underbrush cut down.
26727-222		Apex, Ont., crossing west of	C.P.R.	Speed limitation of 10 miles an hour.
26842-56	51521	Blenheim Tower, Ont., crossing north of, about Mile 62	P.M.R.	Removal of view obstructions.
27401-66	51522	Dibbles station, N.B., crossing 0-2 mile north of	C.P.R.	

No. 12. STATEMENT showing highway crossings at which protection provided, and the nature of protection, during period of twelve months ended December 31, 1934.

File No.	Order No.	Location of Crossing	Railway	Nature of Protection
9437-194	51534	Riviere Beaudette station, P.Q.	C.N.R.	Trees cut down.
27401-64	51535	Saint John, N.B., Portland Street.	C.P.R.	Bell and wigwag signal in lieu of watchmen.
27401-65	51536	Saint John, N.B., Bentley Street.	C.P.R.	Bell and wigwag signal in lieu of watchmen.
36352-18	51536	Kentville, N.S., Harrington-Dennison crossings.	D.A.R.	Diversion.
9437-147	51543	Beachville, Ont., crossing just east of	C.N.R.	Movements to be flagged over crossing when train is on siding.
26782-161	51558	Montreal, P.Q., Cote St. Paul	C.N.R.	Speed limitation of 10 miles an hour.
26711-552		Clark's Sideroad, crossing 3 miles east of London, Ont.	C.N.R.	Trees trimmed.
26765-93		Port Hope, Ont., Walton Street.	C.N.R.	Highway crossing sign installed.
27802-19		Brantford, Ont., Mount Pleasant Street	T.H. & B.	Advance warning signs installed.
28300-5		Digby, N.S., Mount Street crossing	D.A.R.	Stop sign installed, south side.
24540-1		Lake Cowichan Subd., Tanson Road crossing, Mile 2-72, B.C.	E. & N.	Trees cut down.
26727-371		Peterboro Subd., Ont., crossing Mile 27-15	C.P.R.	Trees and brush cut down.

No. 13.—STATEMENT showing the number of highway crossings at which protection has been ordered, and the nature of protection set out by provinces for twelve months ended December 31, 1934.

	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Total
Cars to be kept back required distance				1	1		1			3
Removal of view obstructions	2		1	5	12		1	4	4	29
Speed limitation maintained			2	5	5		1			13
Highway crossing sign installed				3						3
Switching movements flagged					3					3
Stop signs installed		1		3			1			5
Whistle post installed				1	1			1		3
Bell and wigwag signal installed		1		1	3					5
Double bell and wigwag signal					5	1				6
Wigwag added to bell		1			2					3
Advance warning signs installed				1	7	1				9
Approaches graded				1				1		2
Crossing signs repainted					2					2
Crossing plank renewed to conform with Board's requirements						1				1
Relocation of crossing		1							2	3
Bell and wigwag signal in lieu of watchman			2							2
Flood lights					2					2
Changes in operating circuits of wig- wag signals					3					3
Danger signs installed					1			1		1
Three bells and wigwags installed										1
	2	4	5	21	47	3	4	7	6	99

No. 14.—STATEMENT showing number of persons killed and injured at public highway crossings, separately, for the years ended December 31, 1930, 1931, 1932, 1933, and 1934.

Year	Gates		Bell		Lightning Flash Signal		Watchman		Un- protected		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
1930	6	21	13	39		4	4		93	406	116	470
1931	1	19	16	46	5	2	1	14	75	375	98	456
1932	5	4	23	28	3	3	2	1	63	257	95	293
1933	3	16	9	31	1		3	1	59	240	75	288
1934	6	12	8	31	1		2	4	64	215	81	262
	21	72	69	175	10	9	12	20	354	1,493	466	1,769



No. 15.—STATEMENT showing number of highway crossing accidents investigated, and the nature of same, for each and every year separately, for years ended December 31, 1930, 1931, 1932, 1933, and 1934.

	Gates						Bell						Lightning Flash					
	1930	1931	1932	1933	1934	Total	1930	1931	1932	1933	1934	Total	1930	1931	1932	1933	1934	Total
Automobile.....	8	9	3	5	3	28	31	32	27	14	27	131	1	4	3			8
Horse and rig.....		2			1	3	3					4					1	1
Pedestrian.....	7	6	4	4	5	26	5	3	3	7	6	24				1		1
Steam roller.....							2					3		1				1
Bicycle.....								1				1						
Grader.....																		
Motorcycle.....																		
Tricycle.....																		
Tractor.....																		
	15	17	7	9	9	57	41	36	31	21	34	163	1	5	3	1	1	11

	Watchman						Unprotected						Totals					
	1930	1931	1932	1933	1934	Total	1930	1931	1932	1933	1934	Total	1930	1931	1932	1933	1934	Total
Automobile.....		5	4	3	4	16	249	231	189	164	141	974	289	281	226	186	175	1,157
Horse and rig.....							17	9	21	12	12	71	20	11	22	12	14	79
Pedestrian.....		1			1	2	13	12	11	6	9	51	25	22	18	18	21	104
Steam roller.....							1					1	1					1
Bicycle.....							1					1	3	1				5
Grader.....								1										1
Motorcycle.....										1		2		2		1		3
Tricycle.....												1		1				1
Tractor.....												1		1				1
Snowmobile.....										1		1				1		1
		6	4	3	5	18	281	256	221	184	162	1,104	338	320	266	218	211	1,353

The total of 1,353 accidents covers 466 persons killed and 1,769 persons injured, as referred to in preceding statement.

No. 16.—STATEMENT showing the number of trespassers killed and injured, by provinces and railways, for year ended December 31, 1934.

	Prince Edward Island		Nova Scotia		New Brunswick		Quebec		Ontario		Manitoba		Saskatchewan		Alberta		British Columbia		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Canadian National.....	2		3	17	9	6	11	16	20	39	2	2	7	5	9	2	5	2	18	89
Canadian Pacific.....						3	7	4	12	26	9	6	4	6	6	11	13	9	51	59
Vancouver Harbour Commission Terminal.....																	1		1	
Sydney & Louisbourg.....				1												1				1
Northern Alberta.....										1						1				1
Pere Marquette.....																				
Algoma Central & Hudson Bay.....									1	1									1	1
Quebec Rly. Light & Power.....									1											1
Dominion Atlantic.....				1																1
Great Northern.....																	2	1		1
Quebec Central.....																				
Michigan Central.....									3											
	2		3	19	9	9	18	24	36	61	11	8	11	11	15	14	21	12	126	158

No. 17.—STATEMENT showing the number of persons killed and injured on the various railways under the jurisdiction of the board for the years ended December 31st, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, and 1934.

Year	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1925.....	6	354	76	2,008	190	593	272	2,955
1926.....	13	329	132	1,727	284	564	429	2,620
1927.....	13	382	101	2,051	239	658	353	3,091
1928.....	18	301	109	2,171	318	721	445	3,193
1929.....	16	349	105	1,891	305	714	426	2,954
1930.....	17	308	95	1,462	313	742	425	2,512
1931.....	9	426	51	1,531	257	723	317	2,680
1932.....	5	231	53	1,258	230	543	288	2,032
1933.....	5	244	44	1,272	207	521	256	2,037
1934.....	4	284	51	1,542	227	491	282	2,317
	106	3,208	817	16,913	2,570	6,270	3,493	26,391

No. 18.—STATEMENT showing the number of persons killed and injured in the more prominent accidents on the various railways, under the jurisdiction of the board, shown separately for years ended December 31, 1930, 1931, 1932, 1933, and 1934.

	1930		1931		1932		1933		1934		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Derailment.....	12	121	7	242	4	48	6	62	10	66	39	539
Collision, head-on.....		25	2	22		14				32	2	93
Collision in yard.....	1	26	1	38	1	19	3	25		20	6	128
Collision, rear-end.....	1	9		14	5	21	4	8	2	27	12	79
Collision with cars, open switch.....		3		3						1		7
Collision with cars standing foul.....		2										2
Collision at level diamond crossing.....	1	6		1			5				1	12
Highway crossings protected.....	23	64	23	81	33	36	16	48	17	47	112	276
Highway crossings unprotected.....	93	406	75	375	63	257	59	240	64	215	354	1,493
Adjusting couplers, coupling, etc.....	3	60	3	59	3	53	1	62	4	44	14	278
Trespassing.....	168	205	142	200	125	191	118	175	126	158	679	929
Hand-car, motor, struck by train.....	8	30	8	10	4	11	7	5	4	17	31	73
Struck by switch stand, etc.....		15	1	18		7		17		19	1	76
Crushed between cars and buildings.....	1	7		11	10			11	3	10	5	49
Falling off passenger train.....	2	11	3	9	1	6		6	1	7	7	39
Falling off top of car.....	1	25	1	14	2	17	2	15	1	19	7	90
Falling between cars.....	4	3	4	5	2	6	3	4		6	13	24
Jumping off train in motion.....	7	91	2	66	5	59	5	55	5	58	24	329
Attempt to board train in motion.....	5	67	3	58	5	42	2	49	2	50	17	266
Run down by engine or car.....	27	62	11	47	11	37	14	34	15	35	78	215
Explosion of locomotive boiler.....	2	5			6	5					8	10
	359	1,243	286	1,273	271	839	240	821	254	831	1,410	5,007

No. 19.—STATEMENT showing number of cars inspected, together with defects, for year ended December 31, 1934.

	Cars inspected	Cars defective	Per cent defective	Grand total defects	Couplers and parts	Per cent defective	Uncoupling mechanism	Per cent defective	Handholds	Per cent defective
Canadian Pacific.....	22,946	1,153	5.02	1,318	7	0.53	108	8.19	60	4.56
Canadian National.....	44,163	2,438	5.52	2,730	42	1.54	294	10.77	103	3.77
Temiscouata.....	30									
Dominion Atlantic.....	79	7	8.86	9						
Pere Marquette.....	366	6	1.64	7					3	42.85
Northern Alberta.....	90	3	33.33	3			1	33.33		
Great Northern.....	210									
Toronto, Hamilton & Buffalo.....	530	14	2.64	14	1	7.14	3	21.43	3	21.43
Esquimalt & Nanaimo.....	190	11	5.78	15	1	6.67	3	20.00	6	40.00
Michigan Central.....	2,280	15	0.67	16			2	12.50	1	6.25
British Columbia Electric.....	380	13	3.42	15	3		3	20.00	1	6.67
Sydney & Louisburg.....	108	28	25.92	36			2	5.55		
Totals.....	71,372	3,688	5.17	4,163	51	1.23	416	9.99	177	4.25

	Air brakes	Per cent defective	Ladders	Per cent defective	Sill steps	Per cent defective	Height of couplers	Per cent defective	Miscellaneous	Per cent defective
Canadian Pacific.....	643	48.78	20	1.52	48	3.64	306	23.22	126	9.56
Canadian National.....	1,360	49.82	40	1.46	125	4.58	412	15.09	354	12.97
Temiscouata.....										
Dominion Atlantic.....	8	88.89			1	11.11				
Pere Marquette.....	2	28.57	1	14.28						
Northern Alberta.....	2	66.67							1	14.29
Great Northern.....										
Toronto, Hamilton & Buffalo.....	6	42.86	1	7.14						
Esquimalt & Nanaimo.....	2	13.33			2	13.33			1	6.67
Michigan Central.....	7	43.75	1	6.25					5	31.25
British Columbia Electric.....	9	60.00					2	13.33		
Sydney & Louisburg.....	33	91.67							1	2.78
Totals.....	2,072	49.77	63	1.51	176	4.23	720	17.30	488	11.72

No. 20.—STATEMENT showing defective safety appliances on freight cars as reported by the inspectors for year ended December 31, 1934.

## COUPLERS AND PARTS

Coupler body broken.....	15
Knuckle broken.....	1
Knuckle worn.....	4
Knuckle missing.....	2
Knuckle pin broken.....	3
Knuckle pin missing.....	1
Lock block broken.....	14
Lock block wrong.....	1
Lock block bent.....	4
Lock block inoperative.....	2
Lock block missing.....	4
Total.....	51

## UNCOUPLING MECHANISM

Uncoupling lever broken.....	15
Uncoupling lever wrong.....	50
Uncoupling lever bent.....	95
Uncoupling lever incorrectly applied.....	29
Uncoupling lever missing.....	2
Uncoupling chain broken.....	138
Uncoupling chain too long.....	2
Uncoupling chain too short.....	3
Uncoupling chain kinked.....	26
Uncoupling chain missing.....	26
End casting broken.....	5
End casting bent.....	4
End casting loose.....	13
End casting incorrectly applied.....	1
End casting missing.....	2
Keeper broken.....	2
Keeper wrong.....	1
Keeper bent.....	1
Keeper loose.....	1
Total.....	416

## HANDHOLDS

Handhold broken.....	17
Handhold bent.....	110
Handhold loose.....	43
Handhold incorrectly applied.....	1
Handhold missing.....	6
Total.....	177

## HEIGHT OF COUPLERS

Coupler too high.....	1
Coupler too low.....	9
Carrier iron loose.....	710
Total.....	720

## AIR BRAKES

Triple valve defective.....	1
Reservoir defective.....	2
Reservoir loose.....	5
Cylinder defective.....	4
Cylinder loose.....	5
Cylinder and triple valve not cleaned within twelve months.....	794
Cylinder and triple valve not stencilled with date of cleaning.....	22
Cut-out cock defective.....	17
Release cock defective.....	7
Release rod broken.....	16
Release rod missing.....	34
Angle cock defective.....	17
Train pipe broken.....	7
Train pipe loose.....	51
Train pipe bracket missing.....	4
Cross-over pipe defective.....	1
Hose missing.....	7
Hose gasket missing.....	1
Retaining valve defective.....	26
Retaining valve missing.....	3
Retaining pipe defective.....	53
Retaining pipe missing.....	21
Brake rigging defective.....	619
Brake cut-out.....	354
Brake cut out, cars old.....	1
Total.....	2,072

## LADDERS

Ladder round broken.....	9
Ladder round bent.....	35
Ladder round loose.....	14
Ladder loose.....	3
Ladder incorrectly applied.....	2
Total.....	63

## SILL STEPS

Sill step broken.....	6
Sill step bent.....	143
Sill step loose.....	21
Sill step incorrectly applied.....	2
Sill step missing.....	4
Total.....	176

MISCELLANEOUS TOTAL..... 488

GRAND TOTAL..... 4,163



No. 21.—STATEMENT of defects on freight cars shown separately for years ended December 31, 1930, 1931, 1932, 1933, and 1934.

—	1930	1931	1932	1933	1934	Total
Couplers and parts.....	48	23	42	46	51	210
Uncoupling mechanism.....	361	300	314	269	416	1,660
Handholds.....	247	185	214	129	177	952
Air brakes.....	1,445	1,149	1,588	1,575	2,072	7,829
Ladders.....	86	54	83	70	63	356
Sill steps.....	469	508	203	147	176	1,203
Height of couplers.....	852	788	632	604	720	3,596
Miscellaneous.....	339	426	387	380	488	2,020
	3,847	3,133	3,463	3,220	4,163	17,826

No. 21A.—STATEMENT of cars inspected and defective, shown separately for years ended December 31, 1930, 1931, 1932, 1933, and 1934.

—	1930	1931	1932	1933	1934	Total
Cars inspected.....	64,708	49,757	74,216	64,506	71,372	324,559
Cars defective.....	3,400	2,777	3,127	2,859	3,688	15,851
Percentage defective.....	5.25	5.58	4.21	4.43	5.17	4.88

Board's jurisdiction, for the year ended December 31, 1934.

Classification Number	—	C.N.R.	C.P.R.	M.R. of M.	S. & L.	E. & N.	G.N.R.	E.T.R.	N.A.R.	M.C.R.	Q.C.R.	A.C. & H.B.
5.	Blow-off cocks.....	9	1									
7.	Boiler shell.....		4									
8.	Brake equipment.....	5	7									
9.	Cabs or cab windows.....	7										
11.	Cab cards.....											
12.	Coupling or uncoupling devices.....	46	12									
15.	Cylinders, saddles, or steam chests.....	2										
18.	Draft gear.....	2	2									
19.	Draw gear.....	1										
21.	Fire-box sheets.....	1										
23.	Frames, tail pieces, or braces, locomotive.....	3										
24.	Frames, tender.....	2									1	
26.	Gauges, or gauge fittings, steam.....	2										
29.	Handholds.....	1								1		
31.	Injectors and connections.....	16	10									
33.	Lateral motion.....	5	4									
37.	Mud rings.....	26	5									
39.	Packing piston, rod and valve steam.....	1	1								1	
40.	Pilot or pilot beams.....	1							1			
41.	Plugs or studs.....	6										
44.	Safety valves.....	1	1									
45.	Sanders.....	1										
46.	Springs or spring rigging.....	1										
51.	Steam valves.....	11	2									
52.	Steps.....	6	1									
53.	Tanks or tank valves.....	13	3									
54.	Tell-tale holes.....	6	2									
55.	Throttle, or throttle rigging.....	20	1									
56.	Trucks, engine or trailing.....	1										
57.	Trucks, tender.....	2										
59.	Washout plugs.....	1										
61.	Water glass fittings or shield.....	7	1									
62.	Wheels.....	2			4							
63.	Miscellaneous signal appliances, badge plates, brakes, (hand).....	31	2		1						1	
	Fire protective appliances.....	11									1	
67.		27	11		9							
		276	71		14				1	1	4	
	Locomotives inspected.....	4,717	4,049	3	78	75	19	6	9	42	20	95
	Locomotives defective.....	234	55		11				1	1	2	
	Percent inspected, found defective.....	5	1		14				11	2	10	



No. 23.—STATEMENT showing summary of reports on fires in forest sections originating within 300 feet of track along railway lines under the jurisdiction of the Board, season of 1934.

	Canadian Pacific (Eastern Lines)	Canadian Pacific (Western Lines)	Canadian National (Atlantic Region)	Canadian National (Central Region)	Canadian National (Western Region)	Algonia Central and Hudson Bay	Northern Alberta Railways	Great Northern Railway	Miscel- laneous Railways	Totals
	(a)	(b)							(c)	
<i>Number by causes—</i>										
Locomotive, Class A fires.....	7	24	9	5	8	1	2	3	3	62
Locomotive, Class B fires.....	16	25	12	8	7	1	.....	2	8	79
Locomotive, Class C fires.....	8	6	1	1	.....	.....	.....	2	1	19
Employees, Class A fires.....	1	.....	2	.....	1	.....	.....	.....	.....	5
Employees, Class B fires.....	3	4	7	13	11	.....	.....	.....	2	40
Employees, Class C fires.....	1	2	.....	3	6	.....	.....	.....	.....	13
Total, Class A fires.....	8	24	11	6	9	1	2	3	3	67
Total, Class B fires.....	19	29	19	21	18	1	.....	2	10	119
Total, Class C fires.....	9	8	1	4	6	.....	1	2	1	32
Total all Railway Fires.....	36	61	31	31	33	2	3	7	14	218
<i>Areas burned (acres) :—</i>										
Young forest growth.....	169	8,771	44	46	323	1	.....	30	110	9,494
Merchantable timber.....	6	871	3	.....	.....	.....	.....	.....	.....	880
Slashing or old burn.....	71	351	2	.....	41	.....	.....	.....	1	466
Other classes of land.....	201	691	37	183	511	.....	150	81	9	1,863
Total.....	447	10,684	86	229	875	1	150	111	120	12,703
<i>Value of property destroyed—</i>										
Young forest growth.....	\$ 246	\$ 8,812	\$ 53	\$ 61	\$ 1,594	.....	.....	\$ 19	\$ 600	\$ 11,385
Standing timber.....	13	951	14	.....	.....	.....	.....	.....	.....	978
Forest products.....	.....	9	20	.....	6	.....	.....	.....	.....	35
Other property.....	33	202	67	47	13	.....	.....	125	.....	487
Total.....	\$ 292	\$ 9,974	\$ 154	\$ 108	\$ 1,613	.....	.....	\$ 144	\$ 600	\$ 12,885



No. 23.—STATEMENT showing summary of reports on fires in forest sections originating within 300 feet of track along railway lines under the jurisdiction of the Board, season of 1934.—*Continued*

	Canadian Pacific (Eastern Lines)	Canadian Pacific (Western Lines)	Canadian National (Atlantic Region)	Canadian National (Central Region)	Canadian National (Western Region)	Algoma Central and Hudson Bay	Northern Alberta Railways	Great Northern Railway	Miscellaneous Railways (c)	Totals
	(a)	(b)								
KNOWN CAUSES OTHER THAN RAILWAY										
<i>Number by causes—</i>										
Campers and travellers, Class A fires.....	6	10	3	15	2	1	4	1	2	43
Campers and travellers, Class B fires.....	10	8	3	22	7					51
Campers and travellers, Class C fires.....	3	1	1	1						6
Settlers, Class A fires.....			1							2
Settlers, Class B fires.....	2	1	3	2	1					9
Settlers, Class C fires.....				1	1					2
Other known causes, Class A fires.....	1	1		6	1			2	1	12
Other known causes, Class B fires.....	3	6	1	5	2					17
Other known causes, Class C fires.....	1		2	2	3					8
Total, Class A.....	7	11	4	22	3	1	4	2	3	57
Total, Class B.....	15	15	7	29	10			1		77
Total, Class C.....	4	1	3	4	4				1	17
Total.....	26	27	14	55	17	1	4	3	4	151
<i>Areas burned (acres)—</i>										
Young forest growth.....	42	13	263	173	84					575
Merchantable timber.....	16	4	16	9						9
Slashing or old burn.....	53	21	21	5	33				600	674
Other classes of land.....				40	260			1		396
Total.....	111	38	300	227	377			1	600	1,654
<i>Value of property destroyed—</i>										
Young forest growth.....	\$ 12	\$ 26	\$ 670	\$ 32	\$ 8					\$ 748
Standing timber.....				21						21
Forest products.....	1			100	28					129
Other property.....	5	10		7	63			\$ 5		90
Total.....	\$ 18	\$ 36	\$ 670	\$ 160	\$ 99			\$ 5		\$ 988

## FIRES OF UNKNOWN ORIGIN

## Number—

Class A.....	3	3	4	2	3	1	1	1	4	20
Class B.....	6	2	6	8	9	1	1	1	5	38
Class C.....	4		2		1					8
Total.....	13	5	12	10	13	1	2	1	9	66
<i>Areas burned (acres)—</i>										
Young forest growth.....	27									
Merchantable timber.....			1,516	9	3		20			1,575
Slashing or old burn.....	6		1,075	1			2			1,078
Other classes of land.....	304	4	1,240	6	4	3	82		12	1,689
Total.....	337	4	3,832	16	45	3	104		12	4,353
<i>Value of property destroyed—</i>										
Young forest growth.....										
Standing timber.....	\$ 70		\$ 1,475	\$	18	\$	25	\$		1,588
Forest products.....	14		2,400		3		12			2,412
Other property.....	26		2,410		10					2,456
Total.....	\$ 110	\$ 10	\$ 6,285	\$	31	\$	37	\$		6,473

(a) Includes Dominion Atlantic Railway.

(b) Includes Esquimalt and Nanaimo Railway.

(c) Includes following lines: Cumberland Railway and Coal Company; Nipissing Central; Sydney and Louisburg and Temiscouata.

Class A fires are those which cover an area less than one-fourth acre, regardless of amount of damage.

Class B fires are those which cover an area of one-fourth acre to ten acres.

Class C fires are those which cover an area over ten acres.

No. 24.—STATEMENT showing summary of fires of railway origin in forest sections, classified by causes, season of 1934.

Cause of Fire	Number of Fires					Forest Land Burned		Non-forest land burned		Damage to Forest Products		Damage to Other Property		Grand totals	
	Class			Total		Per cent		Acres		Per cent		Per cent		Area Acres	
	A	B	C			Per cent	Damage	Per cent	Acres	Per cent		\$		Per cent	Per cent
Locomotive.....	62	79	19	160	73.39	95.17	10,667	86.28	95	5.10	35	393	81.96	11,095	86.11
Employee.....	5	40	13	58	26.61	4.83	1,696	13.72	1,768	94.90		94	18.04	1,790	13.89
Totals.....	67	119	32	218	100.00	100.00	12,363	100.00	1,863	100.00	35	487	100.00	12,885	100.00

No. 25.—STATEMENT showing summary reports of fires in forest sections originating within 300 feet of track along railway lines under the jurisdiction of the Board, season of 1934; showing by provinces the number of fires, areas burned and value of property destroyed by classified causes.

Provinces	Fires of Railway Origin						Known causes other than Railway						Fires of Unknown Origin					
	No.		Acres		Value		No.		Acres		Value		No.		Acres		Value	
	Per cent		Per cent		Per cent		Per cent		Per cent		Per cent		Per cent		Per cent		Per cent	
Nova Scotia.....	31	14.22	106	0.84	95	0.19	7	4.64	231	13.97	550	55.67	21	31.82	3,811	87.55	6,300	97.33
New Brunswick.....	24	11.01	65	0.33	119	0.92	3	1.99	3	0.18			1	1.52			41	0.63
Quebec.....	13	5.96	169	1.33	676	5.25	27	17.88	708	42.80	120	12.14	10	15.15	240	5.51	64	0.99
Ontario.....	51	23.39	543	4.39	352	2.73	68	45.03	303	18.32	196	19.84	14	21.21	151	3.47	18	0.28
Manitoba.....	3	1.38	3	0.02			3	1.99	251	15.18			8	12.12	20	0.46		
Saskatchewan.....	4	1.84	18	0.15	7	0.06												
Alberta.....	12	5.50	1,100	8.68	1,576	12.23	6	3.97	9	0.54	56	5.67	4	6.06	105	2.41	40	0.62
British Columbia.....	80	36.70	10,686	84.20	10,130	78.62	37	24.50	149	9.01	66	6.68	8	12.12	26	0.60	10	0.15
Yukon Territory.....																		
Totals.....	218	100.00	12,703	100.00	12,885	100.00	151	100.00	1,654	100.00	988	100.00	66	100.00	4,353	100.00	6,473	100.00

## APPENDIX "D"

## RECORDS BRANCH

STATEMENT showing the applications made to the board under the various sections of the Railway Act, for the year ended December 31, 1934.

Sections of the Railway Act	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Rescinding of Orders, Sec. 34.....	5	2	2	3		2	1	3	2	4	2	3	29
Extension of time, Sec. 41.....			1	1				1	1				4
Amalgamation agreement, Secs. 151-153.....		1											1
Plan, Profile and Book of Ref., Secs. 168-179.....								1					1
Railway as constructed, Sec. 175.....			1			2							3
Deviation of line, Sec. 178.....					1	1			1			9	12
Mines and minerals, Secs. 194-198.....			1							1			2
Stations, Sec. 188.....	2	1		2	1	2	1	2	1	2	3	3	20
Condition of stations, Sec. 188.....							4	1	11	3	2	4	83
Station accommodation, Station Agents.....	11	18	11	6	7	5	1						1
Expropriation of lands, Secs. 189-192.....							1		1				2
Appeals to Supreme Court and G-in-C.....							1			1			2
Internal Economy of the Board.....				3									8
Branch lines, Secs. 180-187.....	5	1	4	5	3	4	5	2	4	9	1	1	51
Farm crossings, Secs. 272-273.....	1	3		2	1	3	6		4	2	2	6	24
Canals, ditches, etc., Secs. 268-271.....			2	1	2	1	2	2	2	1	1	1	13
Sewers, Sec. 269.....								1	1				2
Culverts, Sec. 269.....							1	4		1			6
Cattle guards, Sec. 274.....		6	1	1	1			1		2			12
Water pipes, Sec. 269.....											1		1
Railway crossings and Jct., Secs. 252-254.....	1		1	2	2	1	1	1	1				10
Interlocking appliances, Sec. 252.....	2		2	1			1	1	1	3		2	13
Highway crossings, Secs. 255-267.....	8	11	5	4	8	26	17	7	8	7	20	10	131
Highway diversion, Sec. 256.....			4			3		2	2	2	1		17
Protection at crossings, Secs. 257-267.....	1	2				8		4	7	21	10	9	114
Accident reports, Secs. 285-286.....	12	14	6	12	5	3	6	4	53	38	43	39	482
Accident reports, Secs. 285-286.....	36	53	37	33	34	38	44	34					
Telegraph and telephone lines, Sec. 367.....	1					1					1		3
Telephone wire crossings, Sec. 372.....							1						1
Telephone wire crossings, Sec. 372.....					2								3
Power wire crossings, Sec. 372.....	1	6		4	4	6	3		1	1			25
Wires along highways, Sec. 373.....												1	1
Telephone agreements, Sec. 375.....	4		1	2		2	3	2	1		2	4	26
Fencing of right of way, Sec. 374.....	14	23	3	2	5	4	3	2	1		1		59
Bridges, Secs. 249-251.....	11	1	5	17	9	6	11	3	3	3	4	7	80



STATEMENT showing the applications made to the board under the various sections of the Railway Act, for the year ended December 31, 1934—*Concluded*

Sections of the Railway Act	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Tunnels, subways, Secs. 249-251.....	2	1		2	2	1		1	2	2	4	2	16
Tolls and traffic on bridges, and tunnels, Sec. 359.....									1	1	1		4
Opening of railway, Secs. 276-277.....					1		2		1	1	1		5
Condition of railway, Sec. 283.....		2	2	2	3	2	2	1	4	1			17
Rolling stock, Secs. 298-301.....		4	2	2	3	1	2	3	1	1	1	2	21
Train service.....			2	3						2			5
Accommodation for traffic, Sec. 312.....	3		2	1			1						18
Inter-switching, Secs. 316-337.....			2	1	1	5	2	1	2	1	1		1
Provision for carriage, Secs. 344-348.....	3	2	2	1	1		2	1				1	21
Clearances.....	2	1	4	1		2			2		2		14
Dangerous commodities, Secs. 349-350.....	1		1		2				1				8
Passengers' baggage, Sec. 352.....													1
By-laws re tolls, Sec. 323.....			2		5	5	4	4	2	4	1	5	39
Adjustment in rates.....	2	5					2						9
Freight classification, Sec. 322.....	3	2	1	1							1	1	1
Filing of tariffs.....			1					2	1				4
Reduced rates and free transportation Secs. 345-346.....				1	2	2	2	1	1	2	1	1	13
Disallowance of tariffs, Sec. 325.....				1		1		1					4
Standard freight tariffs, Sec. 330.....	3			1	2	4	2	3	1	1	2	1	19
Special freight tariffs, Sec. 331.....	1	1	1	1			1	1					7
Express tolls, Secs. 360-366.....			2	1	5	4	8	8	3	4	4	5	57
Carriage by express, Sec. 364.....	2	1	8	1									2
Telephone tolls, Sec. 375.....			1				1		1				2
Statistics and returns, Secs. 379-384.....			1	1	1			2		1	1		8
Claims and refunds.....		1	1	3		1	3	1		1	1	2	16
Enquiries.....		2	1							2			7
Requests.....	1	1	1			2							5
Complaints.....	19	18	10	17	15	8	11	19	9	7	12	10	155
Miscellaneous.....		2	1	4	1	1	2	1	1	1	3	1	15
Stations, Freight sheds, etc., destroyed by fire.....					2	1	3	1				2	10
Collection of tolls, Secs. 355-356.....								1					1
Ry. Grade Crossing Fund, Sec. 262.....				1			1	1			1		7
Obstruction to traffic, Sec. 311.....						1							1
	157	187	128	148	136	158	163	125	140	136	132	136	1,746

## APPENDIX "E"

## RECORDS BRANCH

LIST of cases appealed to the Supreme Court of Canada, from February 1, 1904 to December 31, 1934.

File No.	Subject	Decision
643	Montreal Terminal Ry. Co. vs. Montreal Street Ry. Co., Pius IX Ave., upon question of Jurisdiction.....	Allowed.
1455	James Bay Ry. Co. vs. G.T.R. Co. undercrossing at point near Beaverton, Ont., Lot 13, Con. 7, Twp. of Thorah.....	Dismissed.
1492	James Bay Ry. Co. vs. G.T.R. Co. crossing Belt Line Spur. Question of Law.....	Dismissed.
383	Ottawa Elec. Ry. Co. and City of Ottawa, Ont. vs. Canada Atlantic Ry. Co. re Bank St. Subway, Ottawa. Question of Law.....	Dismissed.
1621	Toronto Ry. Co. against Order 7813, July 3, 1909, re high level bridge over Don Improvement and tracks of G.T.R. Co. and C.P.R. Co., Toronto, Ont. Question of Jurisdiction.....	Dismissed.
589	Re Toronto Union Station, A. R. Williams, expropriation. Question of Jurisdiction.....	Dismissed.
C. 1680	Essex Terminal Ry. Co. and W. E. & L.S.R. Ry. Co. crossing in Twp. of Sandwich, Ont. Question of Law.....	Dismissed.
C. 1309	Robinson vs. G.T.R. Co. Two-cent rate. Question of Law.....	Dismissed.
689	C.P.R. Co. vs. G.T.R. Co. re branch line at London, Ont. Question of Jurisdiction.....	Dismissed.
1497	T. D. Robinson vs. C.N.R. Co. Spur at Winnipeg. Question of Jurisdiction.....	Dismissed.
9527	Montreal Street Ry. re rates, Mount Royal Ward. Question of Jurisdiction.....	Allowed.
C. 1419	Ontario Department of Agriculture vs. G.T.R. Co. re station at Vineland, Ont. Jurisdiction.....	Dismissed.
C. 3322	Re Toronto Viaduct Appeal of C.P.R. Co. Law.....	Dismissed.
C. 4897	Refencing and cattleguards, Order 7473, Appeal of C.N.R. Co. Jurisdiction.....	Dismissed.
C. 4492	City of Toronto, Ont. vs. G.T.R. & C.P.R. Cos. re commutation rates. Question of Law.....	Allowed.
C. 3378	City of Ottawa, Ont. and County of Carleton, Ont. re Richmond Road Viaduct. Question of Jurisdiction.....	Withdrawn.
C. 3545	G.T.R. Co. and C.N.O.R. Co. re spur in Carboro Twp., Ont. Question of Jurisdiction.....	Dismissed.
13079	G.T.R. Co. vs. British American Oil Co. re oil rates. Question of Law.....	Dismissed.
C. 3269	G.T.P.R. Co. vs. City of Fort William, Ont., re location. Question of Jurisdiction.....	Dismissed.
1319	N. St. C. & T. Ry. Co. vs. Davy. Question of Jurisdiction.....	Dismissed.
11965	Clover Bar Coal Co. and Wm. Humberstone vs. G.T.P.R. Co. and the Clover Bar Sand & Gravel Co. Jurisdiction.....	Allowed.
15580	Regina Rates Case. Question of Law.....	Dismissed.
12682	G.T.P.R. Co. vs. A. E. Purcell of Saskatoon, Sask. Question of Jurisdiction.....	Dismissed.
17963	C.P.R. Co. vs. British American Oil Companies. Question of Jurisdiction.....	Dismissed.
C. 3269	G.T.R. & C.P.R. Cos. vs. Canadian Oil Companies. Question of Jurisdiction.....	Dismissed.
15530-1	B.C. Elec. Ry. Co., V.V. & E. Ry. Co. vs. City of Vancouver, B.C. Jurisdiction.....	Dismissed.
20062	E. B. Chambers and W. E. C. Phair vs. C.P.R. Co. Question of Jurisdiction.....	Dismissed.
27095	C.N.R. Co. vs. Wm. A. Taylor. Jurisdiction.....	Allowed.
1487	G.T.R. Co. vs. City of Edmonton, Alta. Question of Law.....	Dismissed.
18578	Montreal Tramways and M.P. & I. Ry. Co. vs. Lachine, Jacques Cartier & Maisonneuve Ry. Co. Jurisdiction.....	Allowed.
19435	City of Hamilton, Ont. vs. T.H. & B. Ry. Co. Question of Jurisdiction.....	Allowed.
14329-9	G.T.R. Co. vs. Hepworth Silicon Pressed Brick Co. Question of Law.....	Dismissed.
23009	Toronto Ry. Co. and City of Toronto, Ont., vs. C.P.R. Co. Question of Law & Jurisdiction.....	Dismissed.
21428	City of Edmonton, Alta. vs. E.D. & B.C. Ry. Co. Question of Law.....	Dismissed.
12021-70	Ingersoll Tel. Co. and others vs. Bell Tel. Co. Question of Law.....	Dismissed.
9437-153	G.T.R. Co. vs. Bourassa of Laprairie, Que. Question of Law and Jurisdiction.....	Dismissed.
C. 3935	G.N.W. Tel. Co. submit for opinion of Court, a question of law involved in matter of General Order No. 162.....	Withdrawn.
16171	Govt. of Manitoba and J. S. Ashdown Hardware Co., re 15% increase in freight rates. Question of Jurisdiction.....	Abandoned.
27524	C.P.R. Co. vs. Dept. of Public Works for Ontario re crossing in Twp. of Kirkpatrick. Question of Law.....	Abandoned.
13622	E. & N. Ry. Co. re right of City of Victoria, B.C. to have access over bridge at Victoria Harbour. Jurisdiction.....	Withdrawn.
27840	Munic. of Burnaby, B.C. vs. B.C. Elec. Ry. Co. re commutation rates. Jurisdiction.....	Abandoned.
26981	City of Toronto vs. Toronto Terminal Ry. Co. re Pressure pipes under Bay, Scott and Yonge Sts., Toronto, Ont. Question of Law.....	Abandoned.
11118	Application of Mr. Wagenast for a stated case in re Brampton commutation rates. Question of Law.....	Dismissed.
28439		Dismissed.
28950		Dismissed.
C. 3878		Dismissed.

LIST of cases appealed to the Supreme Court of Canada, from February 1, 1904 to December 31, 1934.—*Concluded.*

File No.	Subject	Decision
C. 2987	Ottawa Elec. Ry. Co. re passenger rates. Jurisdiction.....	Allowed.
21404-6	Board submits stated case for the opinion of the Court. Question of Jurisdiction in matter of B.C. Elec. Ry. Co.'s application for increased rates.	Abandoned.
28140	C.P.R. Co. re application of Dept. of Lands, Forests and Mines, Prov. of Ontario in matter of overhead crossing between lots 6 & 7, Con. 1, Eaton Twp., Ont.....	Allowed.
30381	V.V. & E. Ry. & Nav. Co. vs. Vancouver Harbour Commissioners and the C.N. Rys. from Order 31647, dated Oct. 15th, 1921. Jurisdiction....	Dismissed.
31351-1	Luscar Collieries, Ltd. vs. N.S. McDonald and the C.N. Rys. Question of Jurisdiction.....	Dismissed.
32812-1	Governments of Alberta, Saskatchewan and Manitoba from General Order 408 re Crows Nest Pass Rates.....	Allowed.
34285	C.N. Ry. Co. against Orders 39348, 39349 and 39542 re through rates via Saint John and Sainte Rosalie Gateways. Appeal allowed in respect of movements through Saint John and dismissed in respect of movements through Sainte Rosalie.....	Allowed. (partly)
24822	Toronto Transportation Commission from Board's Order 40120 re contribution towards cost of reconstructing bridge over C.N. Rys. tracks at Main St., Toronto, Ont.....	Dismissed.
4000-3	Montreal Tramways Co. against Board's Order 42501 as amended by Order 42773. Jurisdiction.....	Dismissed.
16645-73	C.N. Rys. from Order 41945 re opening for carriage of traffic, portion of its line from Mile 361-3 at Willingdon to Mile 428-7 at Strathcona, Alta. Law and Jurisdiction.....	Dismissed.
6713-213	B.C. Elec. Ry. Co. from Order 42808 dated 10th June, 1929. Jurisdiction..	Dismissed.
34123-74	Govt. of Alberta from Order 45846, re tariffs on grain and flour to Fort William, Westport and Armstrong and to Vancouver. Question of Law.	Dismissed.
9437-319-7	M.L.H. & P. Consolidated, B.T. Co., Montreal Tramways Co. and the Montreal Tramways Commission from Order 45410, re subway at D'Argenson St., Montreal. Law.....	Dismissed.
9437-319-13	M.L.H. & P. Consolidated, B.T. Co., Montreal Tramways Co. and Montreal Tramways Commission from Order 45427 re subway on Saint Antoine St., Montreal. Law.....	Dismissed.
9437-319-16	M.L.H. & P. Consolidated, City of Montreal and B.T. Co. against Order 46103, re application C.N. Rys. to cross highways and road allowances in Montreal and other municipalities, etc., with a proposed line between Longue Pointe and Eastern Junction, Que. Question of Law and Jurisdiction.....	Dismissed.
32453-11	B.T. Co. against Order 46083 re Saint Clair Ave. Subway, Toronto, Ont. (C.N. Rys.). Question of Law and Jurisdiction.....	Dismissed.
20161	B.T. Co. against Order 45813, dated 14th Nov., 1930, re grade separation in Hamilton, Ont. Question of Law and Jurisdiction.....	Dismissed.
C. 4704	Canadian Electrical Assn. and the Hydro Elec. Power Commission of Ontario against General Order 490, amending rules for wires erected along and across railways. Law and Jurisdiction.....	Dismissed.
27929-40	Pere Marquette Ry. Co. and the Lake Erie & Detroit River Ry. Co. from Order 48736 dated 16th June, 1932. Jurisdiction.....	Allowed.
37756	City of Toronto, Ont. against Order 47439, re Eglinton Ave. Bridge in the Village of Forest Hill, Ont. Question of Jurisdiction.....	Allowed.
26700-21	Quebec Railway, Light & Power Co. against Order 48032 re Charlesbourg Road Subway, Quebec, Que. Law and Jurisdiction.....	Dismissed.
35594	City of Windsor, Ont. from Order 50037 re bridge over C.N. Rys. on Sandwich St., Walkerville, Ont. Jurisdiction.....	Dismissed.
38702	C.P.R. Co. vs. C.N. Rys. against Order 50139, in matter of an agreement dated Jan. 29th, 1929. Question of Law.....	Dismissed.
38556	Elizabeth Berg and Penn Coals, Limited against Order 49760 in the matter of compensation in respect of coal mines and minerals in and under right of way of the Northern Alberta Railways Co.....	Dismissed.
17716	City of Montreal, Que., against Order 50840 in the matter of removal by the C.P.R. Co. of certain structures and works erected by said company at certain streets in City of Montreal along proposed branch line to be built through Prefontaine, Maisonneuve and Mercier Wards of said City and never completed. Question of Law.....	Pending.

## SUMMARY

Dismissed.....	46
Allowed.....	13
Abandoned.....	5
Withdrawn.....	3
Pending.....	1

Total..... 68



## LIST OF APPEALS TO THE GOVERNOR-IN-COUNCIL

Feb. 1, 1904 to December 31, 1934

File No.	Subject	Decision
389	Bay of Quinte Ry. Crossing C.P.R. at Tweed, Ont.	Allowed.
1455	James Bay Ry. Co. vs. G.T.R. Co. Crossing near Bearverton, Ont.	Dismissed.
1781	G.T.R. Co. vs. City of Chatham, Ont. Street crossings.	Dismissed.
12992	Maniwaki Branch, C.P.R. train service from Ottawa.	Referred back.
2030	Re Tariffs of certain Yukon Railways.	Dismissed.
17716	C.P.R.—Longue Pointe Spur through Town of Maisonneuve, Que.	Dismissed.
18787	South Hazelton Townsite vs. G.T.P.R. Co.	Dismissed.
3452-30	J. Y. Rochester vs. G.T.P.R. Co. re Cameron Bay.	Referred back.
12912	Park Ave. Subway, Saint Louis, Que.	Dismissed.
17040	Lambton to Weston Spur and C.P.R. Co.	Dismissed.
C. 3322	Toronto Viaduct Case.	Abandoned.
12021-70	City of Toronto re North Toronto Grade Separation.	Dismissed.
16177	C.P.R. Co. vs. Mountain Lumber Manufacturers' Assn., re lumber rates.	Dismissed.
19024	Charles Miller of Toronto vs. G.T.P.R. Co. re station at Prince George, B.C.	Withdrawn.
17716-10	C.P.R. Co. vs. Town of Maisonneuve, Que., Highway Crossings.	Dismissed.
22681-25	City of Montreal, Que., vs. C.N.R. Co. siding across Stadecona and Marlboro Streets, Montreal.	Dismissed.
21418	City of Prince George, B.C., re location of G.T.P.R. Co. station between Oak and Ash Streets.	Abandoned.
21660	C.N.O.R. Co. vs. Twp. of Loughboro, Ont.	Dismissed.
26169	C.P.R. and C.N.R. Cos., re interswitching at Eastern Public Cattle Market, Montreal, Que.	Dismissed.
17040	C.P.R. Co. re Lambton to Western Spur. (2nd Appeal)	Abandoned.
27693	City of Hamilton, Ont., vs. G.T.R. Co., re passenger service on Northern and N.W. Bch. between Hamilton and Burlington Beach and Town of Burlington, Ont.	Referred back.
27940	Winnipeg Board of Trade re 15% increase in freight rates.	Abandoned.
28439-3	Town of Saint Lambert, Que. re increase in rates on the M. & S.C. Ry.	Dismissed.
28230	City of Hamilton, Ont. re Kinnear Yard.	Dismissed.
29040-2	National Dairy Council of Canada on behalf of Ice Cream Manufacturers re classification of ice cream.	Referred back.
C. 955	Proprietors' League of Montreal, Que. re increase in Bell Telephone Company's rates.	Referred back.
30434	City of Windsor, Ont., for an Order rescinding Order 30028, authorizing C.P.R. Co. to construct tracks of proposed freight shed at grade across unopened portion of Caron Ave., Windsor, Ont.	Dismissed.
29996	City of Toronto, Ont., against General Order 308, authorizing a general increase in freight rates.	Dismissed.
C. 955	City of Toronto, Ont., against Board's Judgment dated 18th April, 1921, re increase in Bell Telephone Company's rates.	Referred back.
23092-2	C.N.Q. Ry. Co. against Order 31312 re crossing Pointe aux Trembles Ry. at Pointe aux Trembles, Que.	Referred back.
30380	City of Toronto, Ont., against Board's Ruling (General Order 327) re express rates.	Referred back.
30380-13	National Dairy Council of Canada from Board's decision and for an Order cancelling 20% increase in cream rates.	Dismissed.
17112-27	Dominion Millers' Assn., from Board's Judgment dated 6th March, 1922, in matter of flour arbitraries over wheat for export.	Referred back.
29040-2	National Dairy Council of Canada on behalf of ice cream manufacturers from Order 28883 re express classification of ice cream.	Dismissed.
30686-2	Provinces of Alberta and British Columbia from Order dated 30th June, 1922 (General Order 366) in matter of railway tolls.	Dismissed.
30380-13	National Dairy Council of Canada against ruling of the Board of 21st Nov., 1922, re 20% increase in cream rates.	Referred back.
3023-16	N. ST. C. & T. Ry. Co. against Order 33190 dated 1st Dec., 1922, re relocation of its line on Oak and Merritt Sts., Merritt, Ont.	Allowed.
32812-1	Governments of Alberta, Saskatchewan and Manitoba from Order No. 400, dated 14th Oct., 1924, re Crows Nest Pass Rates. Allowed under decision of Supreme Court. P.C. 2220 and P.C. 886.	Withdrawn.
9754-22	Canadian Shippers' Traffic Bureau against Order 36646 dated 27th July, 1925, re claim against G.T.R. Co. for refund of alleged freight overcharges.	Allowed.
30686-2	Governments of Alberta and Saskatchewan re rates on grain and flour moving to the Pacific coast for export.	Dismissed.
34123	United Farms of B.C., Fraser Valley District Council, re General Order 448 and freight rates on grain and flour and grain products moving over C.P.R. and C.N. Rys.	Referred back.
		Dismissed.



LIST OF APPEALS TO THE GOVERNOR-IN-COUNCIL.—*Concluded*

File No.	Subject	Decision
490-3	Consumers Glass Co., Ltd., Montreal, Que., from Order 46489, <i>re</i> freight rates on glass bottles and jars, in carloads, from Montreal, Que., to points in Canada.....	Pending.
38316	Lakeside Milling Co., Ltd., of Toronto, Ont., on behalf of itself and all other Inland Grain Millers in Ontario from Order 48728 <i>re</i> tariffs on grain and grain products from bay ports to destinations, Montreal, Que., and south and east thereof, including Maritime Provinces.....	Pending.
36800-1	Employees of Michigan Central Ry. Co. (N.Y.C. R.R., lessee) at Montrose, Ont., and others, from Order 48890, in matter of alleged abandonment of the Montrose Yards.....	Dismissed.
38625	Parish of Notre Dame du Bon Conseil, Que., vs. C.N. Rys. against Order 50719 in the matter of crossing at Mitchell station, Que.....	Pending.

## SUMMARY

Dismissed.....	22
Allowed.....	3
Referred back.....	11
Withdrawn.....	2
Abandoned.....	4
Pending.....	3
Total.....	45

## APPENDIX "F"

GENERAL ORDERS AND CIRCULARS ISSUED BY THE BOARD  
DURING THE YEAR ENDED DECEMBER 31, 1934.

## GENERAL ORDER No. 524

*In the matter of the General Order of the Board No. 289, dated March 24, 1920, prescribing the rules to be adopted by railway companies subject to the jurisdiction of the Board relative to the inspection of locomotives and tenders.*

File No. 21351

THURSDAY, the 18th day of January, A.D. 1934.

S. J. McLEAN, *Assistant Chief Commissioner.*G. A. STONE, *Commissioner.*

Upon reading the submissions filed on behalf of the Railway Association of Canada, and the report and recommendation of the Chief Operating Officer of the Board,—

*It is ordered:* That the said General Order No. 289, dated March 24, 1920, be, and it is hereby, amended by striking out the paragraphs in the rules under the heading of "Lateral Motion" and substituting the following, namely:—

"*Lateral Motion.*—The total lateral motion or play between the hubs of the wheels and the boxes on any pair of wheels shall not exceed the following limits:—

For engine truck wheels (trucks with swing centres) ..	1 inch
For engine truck wheels (trucks with rigid centres) . . . . .	1½ inches
For trailing trucks (1 pair of wheels) . . . . .	1 inch
For trailing trucks (2 pairs of wheels), leading wheels ..	2 inches
trailing wheels ..	1 inch
For driving wheels (more than 1 pair), not more than ..	$\frac{3}{4}$ inch

"These limits may be increased on locomotives operating on track where the curvature exceeds 20 degrees, when it can be shown that conditions require additional lateral motion."

S. J. McLEAN,  
*Assistant Chief Commissioner.*

## GENERAL ORDER No. 525

*In the matter of the applications of the Canadian Freight Association, under section 322 of the Railway Act, for approval of proposed Supplements Nos. 7 and 8 to Canadian Freight Classification No. 18, on file with the Board under file Nos. 33365-101 and 33365-103.*

FRIDAY, the 16th day of March, A.D. 1934.

S. J. McLEAN, *Assistant Chief Commissioner.*J. A. STONEMAN, *Commissioner.*G. A. STONE, *Commissioner.*

Whereas notice has been given by the Canadian Freight Association in the *Canada Gazette*, as required by section 322 of the Railway Act, and copies of the said supplements furnished to the parties named in the General Orders of

the Board Nos. 271, 348, 353, 469. and 471, with the request that their objections, if any, be filed with the Board within thirty days;

And whereas the only objection filed was by the Purina Mills, Woodstock, Ontario, with respect to item 8, page 9, of proposed Supplement No. 7. and the Canadian Freight Association having consented to the elimination of the said item from the proposed supplement;

And upon the recommendation of the Chief Traffic Officer of the Board,—

*It is ordered:* That the said proposed Supplements Nos. 7 and 8 to Canadian Freight Classification No. 18 be, and they are hereby, approved, to be issued as Supplement No. 7 to the Classification, subject to the following changes, namely:—

Page	Item	
9	8	To be eliminated.
24	20-28	To be shown as cancelling Items 6-12, page 20 of Supplement 6, which cancelled Items 3-6, inclusive, page 278, of Classification; and the carload rating on the S.U. or partially K.D. passenger bodies be shown as second class instead of first.
25	18-24	To be eliminated account of inclusion in error.

S. J. McLEAN,  
*Assistant Chief Commissioner.*

### GENERAL ORDER No. 526

*In the matter of the application on behalf of the Order of Railway Conductors, and the Brotherhood of Railroad Trainmen, under Sections 51 and 287 of the Railway Act, for an Order amending the General Order of the Board No. 449, dated September 8, 1927, prescribing Uniform Rules Governing the Determination of Visual Acuity, Colour Perception, and Hearing of Railway Employees.*

File No. 1750.17

FRIDAY, the 29th day of June, A.D. 1934.

S. J. McLEAN, *Assistant Chief Commissioner.*  
F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*  
Hon. T. C. NORRIS, *Commissioner.*  
J. A. STONEMAN, *Commissioner.*  
G. A. STONE, *Commissioner.*

Upon reading what is filed in support of the application and on behalf of the Railway Association of Canada; and upon the report and recommendation of the Chief Operating Officer of the Board,—

*It is ordered:* That the "Uniform Rules Governing the Determination of Visual Acuity, Colour Perception, and Hearing of Railway Employees." as prescribed by the said General Order No. 449, dated September 8, 1927, and amended by General Order No. 498, dated April 6, 1932, be further amended as follows, namely:—

By striking out the promotion and re-examination statements under the heading, "Standards of Visual Acuity." Class C, and substituting therefor the following:—

#### *"Promotion*

20-30 combined, with or without glasses, provided there is 20-30 in one eye and not less than 20-40 in the other eye, with or without glasses.

*“Re-examination*

20-30 combined, with or without glasses, provided there is 20-30 in one eye and not less than 20-50 in the other eye, with or without glasses; or 20-20 in one eye regardless of vision in the other, with or without glasses.”

2. That the provisions of this order shall not apply where they conflict with certain higher standards on international railways operating comparatively short mileage in Canada.

S. J. McLEAN,  
*Assistant Chief Commissioner.*

## GENERAL ORDER No. 527

*In the matter of payment of charges on international freight shipments when United States funds are at a discount in Canada.*

File No. 29674.68

THURSDAY, the 25th day of October, A.D. 1934.

S. J. McLEAN, *Assistant Chief Commissioner.*  
F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*  
Hon. T. C. NORRIS, *Commissioner.*  
J. A. STONEMAN, *Commissioner.*  
G. A. STONE, *Commissioner.*

Upon consideration of the submissions filed by various parties, representing the shippers, and the Railway Association of Canada on behalf of the railway companies,—

*The Board orders:* That the railway companies subject to its jurisdiction be, and they are hereby, directed to publish and file tariffs, effective November 1, 1934, showing, inter alia, the following, namely:—

REGULATIONS GOVERNING THE PAYMENT OF CHARGES ON INTERNATIONAL FREIGHT SHIPMENTS (OTHER THAN COAL AND COKE, EXCEPT PETROLEUM, CREOSOTE, TAR OR PITCH COKE), INCLUDING ADVANCE CHARGES PAYABLE TO UNITED STATES CARRIERS, WHEN UNITED STATES FUNDS ARE AT A DISCOUNT IN CANADA.

The following regulations shall govern the assessment and collection of charges on international freight traffic (other than coal and coke, except petroleum, creosote, tar or pitch coke), in either direction, between points in Canada and points in the United States, when United States funds are at a discount in Canada of seven-eighths of one per cent or more:—

## SECTION I

## DOMESTIC TRAFFIC

Rule 1. *From Canada to United States:*

- (a) When any charges on shipments from Canada to United States are prepaid they shall be paid in Canadian funds, and a discount equivalent to sixty per cent (60%) (except as provided in Rule 9 (c)) of the rate of exchange arrived at in accordance with the provisions of this tariff shall be deducted from such charges.
- (b) When any charges on shipments from Canada to United States are billed forward to be collected at destination a surcharge thereon equi-



valent to forty per cent (40%) (except as provided in Rule 9 (c)) of the rate of exchange arrived at in accordance with the provisions of this tariff shall be prepaid in Canadian funds at point of shipment.

**Rule 2. *From United States to Canada:***

- (a) When any charges on shipments from United States to Canada are prepaid a surcharge thereon equivalent to forty per cent (40%) (except as provided in Rule 9 (c)) of the rate of exchange arrived at in accordance with the provisions of this tariff shall be assessed and collected in Canadian funds at destination.
- (b) When any charges on shipments from United States to Canada are billed forward to be collected at destination they shall be paid in Canadian funds, less a discount equivalent to sixty per cent (60%) (except as provided in Rule 9 (c)) of the rate of exchange arrived at in accordance with the provisions of this tariff.

## SECTION II

### EXPORT AND IMPORT TRAFFIC, AND TRAFFIC TO AND FROM NEWFOUNDLAND AND THE ISLANDS OF ST. PIERRE AND MIQUELON

**Rule 3. *Definitions.***

*"Export Traffic"* as mentioned herein means.—Traffic from points in Canada for delivery to ships which is consigned through

- (a) to British and foreign countries (other than United States, Newfoundland, and the Islands of St. Pierre and Miquelon) or—
- (b) to Cuba, the insular possessions of the United States (Philippine Islands, Puerto Rico, Hawaiian and Virgin Islands); or
- (c) to Panama Canal Zone.

*"Import Traffic"* as mentioned herein means.—Traffic destined to points in Canada received from ships which has been forwarded

- (a) from British and foreign countries (other than the United States, Newfoundland, and the Islands of St. Pierre and Miquelon); or
- (b) from Cuba, the insular possessions of the United States (Philippine Islands, Puerto Rico, Hawaiian and Virgin Islands); or
- (c) from Panama Canal Zone.

**Rule 4. *On export traffic or on traffic for furtherance to Newfoundland or the Islands of St. Pierre and Miquelon, whether moving via Canadian or United States ports.***

All inland charges must be prepaid in Canadian currency.

**Rule 5. *On import traffic or on traffic received from ships which has been forwarded from Newfoundland or the Islands of St. Pierre and Miquelon.***

#### MOVING VIA CANADIAN PORTS

- (a) All inland charges must be collected in Canadian currency.
- (b) Where ocean or other charges are advanced "to collect" at destination, such "advance" charges will be converted into Canadian currency on payment to the ocean carrier, and the amount so paid will be collected from the consignee or other party entitled to receive the goods.

#### MOVING VIA UNITED STATES PORTS

- (c) All inland charges when billed "to collect" must be collected in Canadian currency.
- (d) When inland charges are prepaid at United States seaboard ports in United States funds, a surcharge of one hundred per cent of the rate

of exchange arrived at in accordance with the provisions of this tariff will be assessed on such charges and collected at destination.

- (e) Where ocean or other charges are advanced in United States funds to collect at destination, such charges shall be paid in Canadian funds less a discount equivalent to 100 per cent of the rate of exchange arrived at in accordance with the provisions of this tariff.

### SECTION III

#### GENERAL

- Rule 6. The discount or surcharge on charges shall be at the rate in effect on date of the bill of lading in the case of shipments from Canada and at the rate in effect on date of advice note of arrival at destination in the case of shipments to Canada.
- Rule 7. The surcharge or discount must be shown as a separate item on all bills of lading and waybills for shipments from Canada to United States and on all freight expense bills for shipments from United States to Canada.
- Rule 8. Telegraphic advice will be sent to railway agents in Canada on the last day of each month specifying the rate of surcharge and the rate of discount to be applied from the 1st to the 14th inclusive of the following month, and on the 14th day of each month specifying the rate of surcharge and the rate of discount to be applied from the 15th to the last day inclusive of such month. Agents must file such telegraphic advice with this tariff.
- Rule 9. (a) In arriving at the rate of surcharge and the rate of discount, the rate of exchange quoted for New York funds by the Bank of Montreal at noon in Montreal on the last day of each month will govern from the 1st to the 14th inclusive of the following month; similarly such quotation at noon on the 14th will govern from the 15th to the last day inclusive of such month. Should the governing date fall on a Sunday or Canadian or United States legal holiday, the quotation at noon of the preceding day will govern.
- (b) In determining the rate of surcharge and the rate of discount when rate of exchange is more than set out in clause (c) of this rule, fractions less than one-half will be disregarded and fractions of one-half or over will be counted as one per cent.
- (c) The rate of surcharge shall be one-half of one per cent when the rate of exchange is not less than seven-eighths of one per cent and not more than one and one-quarter per cent; the rate of discount shall be one-half of one per cent when the rate of exchange is not less than seven-eighths of one per cent and not more than one per cent.

S. J. McLEAN,  
*Assistant Chief Commissioner.*

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## GENERAL ORDER No. 528

*In the matter of the General Orders of the Board No. 326, dated January 14, 1921, and No. 331, dated March 5, 1921, prescribing regulations governing charges and fares collected in Canada on international freight and passenger traffic when United States funds are at a premium in Canada.*

Files Nos, 29674.1 and 2  
29890.5

WEDNESDAY, the 21st day of November, A.D. 1934.

S. J. McLEAN, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

Whereas for some time past United States funds have been at a discount in Canada, and the filing of monthly returns as required by the last paragraphs of the said orders, while involving considerable time and expense to the railways, have served no useful purpose,—

*The Board orders:* That, for the present, and until further or other order, made either upon application or by the Board of its own motion and without notice, if it shall be deemed desirable or necessary to do so, the companies be, and they are hereby, relieved from complying with the requirements of the last paragraphs of General Orders Nos. 326 and 331.

S. J. McLEAN,  
*Assistant Chief Commissioner.*

## GENERAL ORDER No. 529

*In the matter of the General Order of the Board No. 527, dated October 25, 1934, prescribing regulations governing the payment of charges on international freight shipments (other than coal and coke, except petroleum, creosote, tar or pitch coke), including advance charges payable to United States carriers, when United States funds are at a discount in Canada; and the application of the Railway Association of Canada for an amendment to the said General Order No. 527.*

File No. 29674.68

MONDAY, the 10th day of December, A.D. 1934.

S. J. McLEAN, *Assistant Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

Hon. T. C. NORRIS, *Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Upon reading what is filed in support of the application, and the report and recommendation of the Chief Traffic Officer of the Board,—

*It is Ordered:* That General Order No. 527, dated October 25, 1934, be, and it is hereby, amended by adding at the end thereof the following paragraph, namely:—

(d) Surcharge will not be assessed nor discount allowed where the amount of such surcharge or discount in the case of any shipment is less than ten cents.

And that the railway companies be authorized to amend tariffs accordingly on three days' notice.

S. J. McLEAN,  
*Assistant Chief Commissioner.*



## GENERAL ORDER No. 530

*In the matter of the General Order of the Board No. 441, dated May 4, 1927, prescribing regulations governing the location of loading racks and unloading points for gasoline, naphtha, or any inflammable liquid with flash point below 30° F.*

File No. 28638.2.17

FRIDAY, the 14th day of December, A.D. 1934.

S. J. McLEAN, *Assistant Chief Commissioner.*  
F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*  
Hon. T. C. NORRIS, *Commissioner.*  
J. A. STONEMAN, *Commissioner.*  
G. A. STONE, *Commissioner.*

Upon hearing the submissions on behalf of the Imperial Oil Limited, the Sun Oil Company, Limited, Shell Oil Company of Canada, Limited, McColl-Frontenac Oil Co. Limited, The British American Oil Company, Limited, Bureau of Explosives, Port Royal Pulp & Paper Co. Limited, Michigan Central Railroad Company, Canadian National Railways, Canadian Pacific Railway Company, and the Railway Association of Canada at a conference, held March 27, 1934, with the Officers of the Operating Department of the Board, and reading the further written submissions filed on behalf of the said parties, and the report and recommendation of the Chief Operating Officer of the Board,—

*It is Ordered:* That the said General Order No. 441, dated May 4, 1927, be, and it is hereby, amended by adding after clause 6 (b), Part II, under the heading "Pipe Lines," the following, namely:—

"(c) All pipe lines (whether existing or to be laid) on railway property, used for transferring gasoline or other inflammable liquid, with a flash point below 30° F., from or to ships, refineries, and storage tanks, tank trucks, tank steamers, motor boats or other vehicles, shall be subject to the following regulations:—

"(d) Pipe lines shall be laid at a depth of at least three feet where the same are located within 100 feet of buildings, within the limits of cities, towns, or villages.

"Pipe lines parallel to a track, other than the spur or siding serving the oil company's plant, must not be laid closer than ten feet from the nearest rail and at a depth of at least three feet if within 20 feet of the nearest rail.

"Pipe lines laid above the ground on the railway company's right of way shall be placed on supports or racks, provided that where the elevation is above the general level of the track, a dyke or drain shall be constructed to prevent the flow of liquids to the track in the event of a failure.

"(e) Pipe lines crossing a road or driveway carrying heavy trucking or teaming shall be laid in conduit, the top of which shall be at least two feet below the road or driveway.

"Pipe lines crossing any railway track shall be laid in conduit, the top of which shall be at least four feet below the bottom of the tie. The conduit shall be carried a distance of at least 20 feet from the track on either side.

"(f) All pipe lines under pressure of pump must be patrolled by an employee of the oil company for purposes of detecting leaks or other failures. After pumping is finished, pipe lines shall be drained and any sumps or pockets pumped out, unless the oil company maintain the same full at all times.

"(g) All pipe lines laid above ground, and all pipes in conduit, shall be inspected by the oil company in charge at frequent intervals and railway companies advised when this is to be and has been done. Providing that where



installations already made cannot be examined throughout a special report shall be made by the owning or operating company to the Board, with a request for exemption until the renewal of the pipes or conduit becomes necessary. A copy of the request for exemption to be submitted to the railway company concerned.

"(h) Where pipe lines are laid above the ground, grass and weed growth, and other inflammable vegetation, must be removed and some means provided to establish a fireguard at least 6 feet, either side; and pipes shall be well grounded electrically and painted in accordance with the oil company's standards.

"(i) A surface indication shall be provided where practicable to show where pipe lines are laid below the surface and 'danger' signals placed where necessary, particularly in railway yards and station grounds.

"(j) All pipe lines directly connected with storage tanks shall be equipped with a check-valve, or similarly effective arrangement, to control the escape of liquid from tanks in the event of a rupture in the pipe line.

"(k) Where conditions do not permit of these requirements being established, the owning or operating company shall report to the Board and forward necessary plan and application for approval and a copy to the railway company."

S. J. McLEAN,  
Assistant Chief Commissioner.

### GENERAL ORDER No. 531

*In the matter of the Rules and Instructions for the Inspection and Testing of Locomotive Boilers and their Appurtenances, prescribed by General Order No. 473, dated 22nd May, 1929; and the application of the Canadian Pacific Railway Company for an Order amending Rule No. 21 thereof.*

File No. 16513

TUESDAY, the 18th day of December, A.D. 1934.

S. J. McLEAN, Assistant Chief Commissioner.

J. A. STONEMAN, Commissioner.

G. A. STONE, Commissioner.

Upon reading the application and the consents on behalf of the Brotherhood of Locomotive Firemen and Enginemen and the Brotherhood of Locomotive Engineers; and upon the report and recommendation of the Chief Operating Officer of the Board,—

*It is ordered:* That the Rules and Instructions for the Inspection and Testing of Locomotive Boilers and their Appurtenances, prescribed by General Order No. 473, dated 22nd May, 1929, be, and they are hereby, amended by adding immediately after Rule No. 21 the following, namely:—

"(21A). *Hollow Rigid Staybolts.*—Hollow rigid staybolts shorter than eight (8) inches shall have the tell tale hole extending throughout the length of the bolts of at least three-sixteenths ( $\frac{3}{16}$ ) inch in diameter. When such bolts are used behind large brackets where it is desirable to direct the flow of water and steam in the case of a fractured bolt into the firebox, the outer end of such bolts may have the tell tale hole closed by electric welding or fire welding, and the inner or firebox end of such bolts shall have the tell tale hole kept closed with a fireproof porous material that will exclude foreign matter and permit leakage of steam and water if the bolt is broken or fractured.

"Such staybolts, in addition to being tested as prescribed in sections 16 and 17, shall also be tested with an electric staybolt tester at the same time as prescribed for all hollow flexible staybolts in paragraph (b) of Rule 18. The testing of such staybolts with an electric tester shall be noted on the annual locomotive inspection and repair report required by this Order."

S. J. McLEAN,  
*Assistant Chief Commissioner.*

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## CIRCULAR No. 237

OTTAWA, October 27, 1934.

*Exchange Passes—File 493.27*

Section 345 (d) of the Railway Act provides that railways or transportation companies may exchange passes with other railways or transportation companies for their officers, agents and employees and their families. This authority is covered by clause 4 of the Board's Order No. 49596.

The regulations of the Railway Association of Canada, for many years, provided that the exchange of passes under the above mentioned permission would be confined to and include only those who devote substantially all their working time to the business of such railways or transportation companies; in other words, that the railways shall not make application to other lines for free transportation for part-time officers or employees, nor shall they grant such applications from other lines.

It having developed that this regulation has not been strictly adhered to, the Board directs that effective at once all applications for free transportation on other lines shall contain the following declaration.

"The person for whom, or on whose account, this transportation is requested is (was, if furloughed; retired or deceased) carried regularly and in good faith on the payroll, remuneration being entirely by salary (not commission), and devotes (devoted) substantially all his working time to the performance of duties on behalf of this company."

By order of the Board,

A. D. CARTWRIGHT,  
*Secretary.*









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Canada - Transport Commission for Canada  
Volume 2

DOMINION OF CANADA

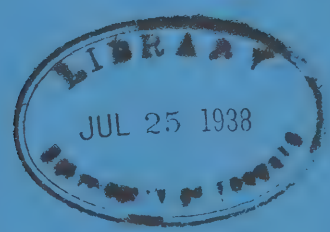
# THIRTY-SECOND REPORT

OF THE

## BOARD OF RAILWAY COMMISSIONERS FOR CANADA

FOR THE YEAR ENDED DECEMBER 31

1936



OTTAWA  
J. O. PATENAUDE, I.S.O.  
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY  
1937

ice, 25 cents



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## THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA, 1936

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*

S. J. McLEAN, C.M.G., M.A., LL.B., Ph.D., *Asst. Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

Hon. T. C. NORRIS, *Commissioner.*  
(Died October 29, 1936).

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

P. F. BAILLARGEON,  
*Secretary.*

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# REPORT OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA

*To the Governor in Council:*

Pursuant to the provisions of section 31 of the Railway Act, 1919, the Board of Railway Commissioners for Canada has the honour to submit its Thirty-second Report for the year ended December 31, 1936.

Since the publication of the last report there have been no amendments made to the Railway Act, 1919.

## PUBLIC SITTINGS OF THE BOARD

During the year covered by the period from January 1, 1936, to December 31, 1936, the Board held 39 public sittings at which 96 applications were heard. The number of public sittings held in the various provinces were as follows:—

Provinces	Number
Ontario .....	13
Quebec .....	7
Manitoba .....	4
Saskatchewan .....	2
Alberta .....	4
British Columbia .....	5
Nova Scotia .....	3
New Brunswick .....	1
Prince Edward Island .....	0
Total .....	39

The applications include a great variety of matters falling within the jurisdiction of the Board under the Railway Act, varying from a complaint of a private individual to weightier matters of general public interest affecting the community as a whole.

## FORMAL AND INFORMAL MATTERS

The number of informal matters dealt with by the Board, as distinguished from matters heard at public sittings, constitute a considerable percentage of the total applications and complaints dealt with by it; that is to say, of a total of 1,905 applications and complaints received and dealt with by the Board, 54.96 per cent were disposed of without the necessity of such formal hearing. These informal complaints, dealt with and settled without the necessity of hearing, entail in many instances a considerable amount of inquiry and consideration on the part of the Board's officials, and cover a wide range of subjects, as, for example, a complaint of a more or less trivial nature to a matter of general public interest affecting the community as a whole, or involving the application of some general principle regarding the railway rates.

## GENERAL DECISIONS AND RULINGS OF THE BOARD

The general decisions and rulings of the Board appear in the semi-monthly bulletin of the Board published through the King's Printer; and the principal decisions will also be found in the Canadian Railway Cases for the current year.



## APPEALS FROM RULINGS OF BOARD

There were two cases carried to the Supreme Court during the year, namely:—

1. Board submits stated case for the opinion of the Supreme Court of Canada, pursuant to the provisions of section 43 of the Railway Act, *re* application of Canadian Pacific Railway Company in matter of highway crossing about 300 feet south of the railway yards at Angliers, Que., and Board's Order No. 51463, dated October 25, 1934.—Pending.
2. Provinces of Nova Scotia, New Brunswick and Prince Edward Island, the Transportation Commission of the Maritime Board of Trade, the Halifax Board of Trade, the Saint John Board of Trade, the Perth County Board of Trade, the Victoria County Board of Trade, Associated Shippers of New Brunswick, the Prince Edward Island Potato Growers' Association, Porter Brothers, Limited, and Austin Seales from the Judgment of the Board, dated January 3, 1936, and Order No. 52644, dated January 7, 1936, granted thereon, *re* rates on potatoes. Law and jurisdiction.—Pending.

There were three cases carried in appeal to the Governor General in Council during the year, namely:—

1. Town of Nicolet, Que., and His Worship Mayor H. N. Biron of Nicolet, from Order 53417 *re* abandonment of operation of that portion of the Nicolet Subdivision of the Canadian National Railways between St. Leonard Junction and Nicolet.—Pending.
2. The Attorney-General of the Province of British Columbia, the Fraser Valley Surrey Farmers' Co-operative Association and the District "E" Farmers' Institute of British Columbia against Order 51669, *re* reduction in freight rates on feed grain and mill feeds.—Dismissed.
3. Province of New Brunswick against Order 52453, *re* application of Canadian Pacific Railway Company as lessee and exercising the franchises of the New Brunswick Southern Railway Company for permission to abandon operation of that portion of the New Brunswick Southern Railway known as the Shore Line Subdivision, between Shore Line Junction and Bonny River, a distance of 28·8 miles.—Dismissed.

## ORDERS, GENERAL ORDERS AND CIRCULARS

The total number of orders issued for the year ended December 31, 1936, was 1,220. The number of general circulars issued by the Board, directed to all the railway companies subject to its jurisdiction, was 1. The general orders as distinguished from other orders of the Board are those affecting all railway companies subject to its jurisdiction, and are 12 in number for the year.

The general orders and circulars issued by the Board during the year ended December 31, 1936, will be found compiled under Appendix "F" of this report.

## APPLICATIONS TO THE BOARD

The total number of applications, including informal complaints, made to the Board for the year ended December 31, 1936, was 1,905.

## TRAFFIC DEPARTMENT OF THE BOARD

In the Traffic Department of the Board the number of tariffs received and filed for the year ended December 31, 1936, was as follows:—

Freight tariffs, including supplements .....	37,354
Passenger tariffs, including supplements .....	7,948
Express tariffs, including supplements .....	1,628
Telephone tariffs, including supplements .....	1,670
Sleeping and parlour car tariffs, including supplements .....	51
Telegraph tariffs and supplements .....	21
Bridge tolls, including supplements .....	8
Total .....	48,680

The total number of tariffs filed from February 1, 1904, to December 31, 1936, was 1,870,097.

The details of the tariffs will be found under Appendix "A" to this report.

## ENGINEERING DEPARTMENT OF THE BOARD

In the Engineering Department of the Board a large number of inspections were made covering the whole Dominion. These inspections for the year ended December 31, 1936, number 321, and cover inspections for the opening of a railway for the carriage of traffic, inspections of culverts, highway crossings, cattle guards, road crossings, bridges, subways and general inspections falling within the scope of the work of the Engineering Department.

Under Appendix "B" will be found report of the Chief Engineer.

## RAILWAY GRADE CROSSING FUND

This fund has been created for the purpose of contributing to the protection of railway level crossings. This protection is brought about by various means, for instance by the improvement of the view on the approaches of crossings, by the installation of protective devices such as bells and wig-wags, lighting systems, gates, etc. In many instances, and particularly in cities and towns, protection is also afforded by the employment of watchmen. Finally, the most efficient means of protecting level crossings is, undoubtedly, by separating them altogether, which can be effected in various ways, for example by the construction of over-crossing or bridges, and of tunnels and subways. Road diversion is another way to do away with level crossings.

The fund receives every year a statutory grant of \$200,000 with which, under certain conditions, contributions may be made to various projects of protection or of grade separation. This year a further sum of \$1,000,000 was allotted to the fund by Parliament, for the purpose of increasing its contributions to projects of works concerning level crossings. For more particulars regarding this Fund, the reader is referred to the report of the Chief Engineer of the Board, at Appendix "B" of this report.

## OPERATING DEPARTMENT OF THE BOARD

Under the work of this department is included the inspection of locomotive boilers and their appurtenances, the inspection of safety appliances on cars and locomotives, the investigations into accidents causing personal injury or loss of life, the reporting on the locations of stations, matters of protection at highway crossings, and train and station services performed by the railway companies.

Under Appendix "C" will be found report of the Chief Operating Officer of the department.

## OPERATING DEPARTMENT OF THE BOARD

## ACCIDENTS

On reference to the report of the Board's Chief Operating Officer it will be seen that accidents to the number of 2,772 covering 333 persons killed and 2,972 persons injured, were reported to the Board during the year ended December 31, 1936, as compared with 2,488 accidents reported for the year 1935, covering 315 persons killed and 2,535 persons injured.

The figures show:—

	1935	1936	Decrease	Increase
<i>Killed—</i>				
Passengers .....	9	3	6	....
Employees .....	50	79	....	29
Others .....	126	129	....	3
Trespassers .....	130	122	8	....
Total .....	315	333		
<i>Injured—</i>				
Passengers .....	375	425	....	50
Employees .....	1,617	1,955	....	338
Others .....	371	431	....	60
Trespassers .....	172	161	11	....
Total .....	2,535	1,972		

During the year 1936 there were 243 highway crossing accidents reported, involving 113 persons killed and 367 injured; of which number of accidents 34 occurred at protected crossings and 209 at unprotected crossings.

Total number of accidents at highway crossings for six years ended December 31, 1936, amounts to 1,490, involving 576 persons killed and 1,972 injured, as follows:—

Protection	Accidents	Killed	Injured
Gates .....	50	19	62
Lightning flash .....	14	13	6
Bell and wig wag .....	20	12	26
Bell .....	168	71	207
Watchman .....	23	9	25
Unprotected .....	1,215	452	1,646
Totals .....	1,490	576	1,972

Full particulars of passengers and employees killed and injured and other general information in regard to trespassers killed and injured, accidents at protected and unprotected crossings, etc., will be found under Appendix "C."

## RAILWAY FIRE PREVENTION

The report of the Board's Operating Department indicates that the prevention, reporting, control and extinguishing of fires caused by railway operation in forested territory during 1936 was most satisfactory despite the fact that in the provinces of Saskatchewan, Manitoba, Ontario and the extreme western portion of the province of Quebec very hazardous fire weather prevailed. That the railways came through one of the most dangerous fire seasons on record in the above districts with a minimum of fires set, area burned and monetary loss is largely due to the scheme of co-operation in effect between the railways, employees, officers and local field officers of the Board's Operating Department.

The fire statistics of the Board's Operating Department indicates that a total of 160 fires attributed to railways occurred on 14,030 miles of line classified as running through forested territory.

Of this total, 60 fires burned over less than one-fourth acre each; 76 fires burned over an area of one-fourth acre to ten acres each, and 24 fires burned over an area of more than 10 acres each.

The total area burned over was 1,368 acres, with damage to young forest growth, standing timber, forest products and other property estimated at \$843. Of this amount, the value of standing timber and young forest growth is estimated at \$460.

In accordance with the requirements issued under General Order No. 548, the railways maintained special patrol on 7,688 miles of line, necessitating the special attention to fire patrol of a total of approximately 1,026 fire patrolmen.

In accordance with the Board's Fire Guard Requirements, the railways constructed or maintained 5,592 miles of fire guards, in uncultivated lands, in non-forested sections of the Prairie Provinces.

For details see statements Nos. 24, 25, 26 and 27.

## CHANGES ON THE STAFF OF THE BOARD

The following are the principal changes in the personnel and staff of the Board during 1936.

It is with great regret that the Board records the death of its former Commissioner, the Hon. Tobias C. Norris, who passed away on October 29, 1936. The late Hon. Mr. Norris was appointed Commissioner to the Board on March 30, 1928, and was retired on September 5, 1936. During his tenure of office both his colleagues and the staff of the Board had learned to appreciate his good nature and high moral qualities.

The other important changes consisted in the promotion of Mr. N. Bruce Lyon, during the month of March, to the position of Assistant Secretary of the Board, and in the appointment, at the end of February, of Mr. Chas. H. Moore as Inspector of Railway Safety Appliances. Mr. Lyon has been in the employ of the Board since November 25, 1910, and Mr. Moore is a former employee of the Canadian National Railways.

## ROUTINE WORK OF THE BOARD

### RECORD DEPARTMENT

Below is given a table setting forth the number of applications, filings and letters received during the year ended December 31, 1936, together with the number of orders issued:—

Number of applications made .....	1,905
Number of filings received during the year .....	49,773
Number of outgoing letters during the year .....	19,010
Number of orders issued during the year .....	1,220



## APPENDIX "A"

REPORT OF THE CHIEF TRAFFIC OFFICER OF THE BOARD, FOR  
THE YEAR ENDED DECEMBER 31, 1936

DEAR SIR,—I submit, for the Board's Thirty-Second Report, information regarding the work of the Traffic Department.

The number of freight, passenger, express, telephone, telegraph, sleeping and parlour car, and bridge toll schedules, filed with the Board, was as follows:—

FROM NOVEMBER 1, 1904, TO AND INCLUDING DECEMBER 31, 1935

<i>Freight—</i>			
Local tariffs .. . . .	22,111		
Supplements .. . . .	45,816	67,927	
Joint tariffs .. . . .	48,073		
Supplements .. . . .	214,573	262,646	
International tariffs .. . . .	186,110		
Supplements .. . . .	804,952	991,062	1,321,635
<i>Passenger—</i>			
Local tariffs .. . . .	23,566		
Supplements .. . . .	30,823	54,389	
Joint tariffs .. . . .	22,692		
Supplements .. . . .	46,446	69,138	
International tariffs .. . . .	44,568		
Supplements .. . . .	123,527	168,095	291,622
<i>Express—</i>			
Local tariffs .. . . .	8,695		
Supplements .. . . .	61,794	70,489	
Joint tariffs .. . . .	8,667		
Supplements .. . . .	36,724	45,391	
International tariffs .. . . .	7,963		
Supplements .. . . .	18,270	26,233	142,113
<i>Telephone—</i>			
Local tariffs .. . . .	4,193		
Supplements .. . . .	2,709	6,902	
Joint tariffs .. . . .	3,960		
Supplements .. . . .	41,041	45,001	
International tariffs .. . . .	429		
Supplements .. . . .	9,719	10,148	62,051
<i>Telegraph—</i>			
Tariffs .. . . .	227		
Supplements .. . . .	330	557	557
<i>Sleeping and Parlour Car—</i>			
Local tariffs .. . . .	254		
Supplements .. . . .	408	662	
Joint tariffs .. . . .	342		
Supplements .. . . .	605	947	
International tariffs .. . . .	433		
Supplements .. . . .	1,341	1,774	3,383
<i>Bridge Tolls—</i>			
Local tariffs .. . . .	3		
Supplements .. . . .	0	3	
Joint tariffs .. . . .	0		
Supplements .. . . .	0	0	
International tariffs .. . . .	40		
Supplements .. . . .	13	53	56

Combined totals all schedules. . . . . 1,821,417

FROM JANUARY 1, 1936, TO AND INCLUDING DECEMBER 31, 1936

<i>Freight—</i>			
Local tariffs .. . . .	448		
Supplements .. . . .	780	1,228	
Joint tariffs .. . . .	425		
Supplements .. . . .	4,143	4,568	
International tariffs .. . . .	1,037		
Supplements .. . . .	30,521	31,558	37,354
<i>Passenger—</i>			
Local tariffs .. . . .	1,937		
Supplements .. . . .	493	2,430	
Joint Tariffs .. . . .	752		
Supplements .. . . .	842	1,594	
International tariffs .. . . .	1,078		
Supplements .. . . .	2,846	3,924	7,948
<i>Express—</i>			
Local tariffs .. . . .	228		
Supplements .. . . .	533	761	
Joint tariffs .. . . .	117		
Supplements .. . . .	375	492	
International tariffs .. . . .	95		
Supplements .. . . .	280	375	1,628
<i>Telephone—</i>			
Local tariffs .. . . .	0		
Supplements .. . . .	8	8	
Joint tariffs .. . . .	3		
Supplements .. . . .	1,659	1,662	
International tariffs .. . . .	0		
Supplements .. . . .	0	0	1,670
<i>Telegraph—</i>			
Tariffs .. . . .	1		
Supplements .. . . .	20	21	21
<i>Sleeping and Parlour Car—</i>			
Local tariffs .. . . .	6		
Supplements .. . . .	3	9	
Joint tariffs .. . . .	14		
Supplements .. . . .	12	26	
International tariffs .. . . .	8		
Supplements .. . . .	8	16	51
<i>Bridge Tolls—</i>			
Local tariffs .. . . .	0		
Supplements .. . . .	0	0	
Joint tariffs .. . . .	0		
Supplements .. . . .	0	0	
International tariffs .. . . .	5		
Supplements .. . . .	3	8	8
Combined totals all schedules .. . . .			48,680
Grand total, all schedules .. . . .			1,870,097

## MARITIME ACCOUNTS

The information given below, regarding the work in connection with settlement of accounts under the Maritime Freight Rates Act, covers the period July, 1935, to June, 1936, inclusive.

During this period there were filed 19,298 abstract sheets, with an average of 74 rates per sheet. There were, therefore, 1,428,052 rates, and 714,026 extensions checked, and 19,298 columns of figures added.

As a result of this check, it was necessary to issue 3,446 corrections.

The total *additions* to the accounts amounted to \$856.53, and the total *deductions* \$4,118.95.

The total amount *claimed* by railways was \$662,581.25, and the amount *allowed* was \$659,318.83, or a *net deduction* of \$3,262.42.

During this period, 110 orders were issued, approving tariffs or rates, and certifying to the normal tolls.

The number of outgoing letters in connection with the administration of the Act, July 1, 1935, to June 30, 1936, was as follows: Railways, 681; board, 19; and others, 6.

The total number of communications to railways, express, telephone and telegraph companies, in connection with complaints, proper interpretation of tariffs, or classification and filing of same, also in connection with powers of attorney, concurrences, etc., was 2,001. Memoranda and reports to the Board numbered 749 and 8, respectively. Communications to others, 378. Grand total, 3,136.

During the year under report, there were issued 69 Traffic Orders and 6 General Traffic Orders, as well as 11 Orders approving Connecting Agreements or Service Station Contracts between the Bell Telephone Company and named Local Telephone Companies.

W. E. CAMPBELL,  
*Chief Traffic Officer.*

## APPENDIX " B "

REPORT OF THE CHIEF ENGINEER OF THE BOARD FOR THE YEAR  
ENDED DECEMBER 31, 1936

January 26, 1937.

P. F. BAILLARGEON, Esq.,

Secretary, Board of Railway Commissioners for Canada,  
Ottawa, Ontario.

SIR,—I have the honour to submit herewith synopsis of my annual report as to the work of the Engineering Department of the Board during the year 1936.

Yours truly,

D. G. KILBURN,

*Acting Chief Engineer.*

The work of the Engineering Department, although similar to that of other years, was greatly increased owing to additional allotments to the Board, in the interest of safety at grade crossings, and the relief of unemployment, under Department of Railways and Canals Vote No. 417, Special Supplementary Estimates, 1936-37, of \$985,391; Vote No. 420, Special Supplementary Estimates, 1936-37, of \$1,000,000; also the grant of \$200,000 to the Railway Grade Crossing Fund. All these applications for protection of grade crossings entailed careful consideration, and many inspections from coast to coast, with numerous interviews. Many of these projects are not enumerated in the attached lists as they were not approved after investigation.

There were also many other matters not listed dealt with by the Board's engineers, such as exemption from fencing, gates, removal of speed limitations, removal of industrial spurs, speed restriction of trains through junctions, protection of switches on spurs leading to industries, farm crossing complaints, investigation of railways out of repair, investigation of accidents, drainage complaints, inductive interference, protection at crossings of telephone and telegraph wires by power transmission lines, structures over navigable waters, and structures on railways with less than standard clearances, also removal of cattle guards at grade crossings.

The attached lists give details of some of the work of the Engineering Department.

## RAILWAY ABANDONMENT

Abandonment of operation of a portion of the Orford Mountain Railway (Canadian Pacific Railway) between mileage 0·95 and 16·0, in the province of Quebec.

Abandonment of operation of a portion of the line of railway of the Canadian Pacific Railway between Cyr Diamond, mileage 28·2, and Edmundston Yard, mileage 56·4, a distance of 28·2 miles, in the province of New Brunswick.

Abandonment of operation of a portion of the Port Perry Branch of the Canadian National Railways between Cresswell and Port Perry, in the province of Ontario.



Abandonment of operation of a portion of the Canadian National Railways commencing at Stanstead, Shefford and Chambly Junction on the Versailles subdivision, a distance of 10·87 miles, together with certain trackage in the Farnham Yard, province of Quebec.

Abandonment of operation of a portion of the Lac Ste. Anne subdivision of the Canadian National Railways in the province of Alberta, between Peace River Junction, mileage 31·0, and Darson Junction, mileage 63·6, a distance of 32·6 miles.

Abandonment of operation of the line of railway of the Brandon, Saskatchewan and Hudson Bay Railway from the city of Brandon, province of Manitoba, southerly to the International Boundary, a distance of 69·50 miles.

Abandonment of operation of the Brandon, Saskatchewan and Hudson Bay Railway from the town of Morden, Manitoba, to the International Boundary, a distance of 14·66 miles.

Abandonment of operation of a portion of the Nickel subdivision of the Canadian Pacific Railway between O'Donnell, mileage 16·5, and Turbine, mileage, 32·9, in the province of Ontario.

Abandonment of operation of the Crows Nest Southern Railway (Great Northern Railway) between Fernie and Newgate, B.C.

#### RAILWAY CROSSINGS

Installation of automatic signals for protection of trains operating through the connections between the Canadian Pacific Railway and the Midland Railway of Manitoba, in the vicinity of Portage avenue and Academy road, Winnipeg, Man.

Removal of derails Nos. 10 and 23, in the main line of the Canadian Pacific Railway at the crossing of the Oshawa Electric Railway at Oshawa, Ont.

Installation of an electric interlocker in lieu of the existing mechanical plant at the crossing of the Canadian Pacific Railway by the Canadian National Railways at Drummondville, P.Q.

Installation of an electric interlocker in lieu of mechanical interlocking plant at the crossing of the Canadian National Railways by the Canadian Pacific Railway at mileage 87·54, Galt subdivision, Woodstock, Ont.

Revision of mechanical interlocker at the crossing of the Canadian Pacific Railway (Lac du Bonnet Branch) by the Canadian National Railways, mileage 8·21, Victoria Beach subdivision, in River Lot 101, parish of St. Pauls, province of Manitoba.

Revision of interlocking plant at the crossing of the Canadian National Railways by the Canadian Pacific Railway at St. Johns, P.Q., mileage 20·8, Adirondack subdivision.

Installation of automatic crossing protection in lieu of present mechanical interlocker at the crossing of the Canadian Pacific Railway by the Canadian National Railways at Ellwood, Ont.

Removal of tower man and making approach signals non-operative and fixed at caution at the crossing of the Canadian National Railways by the Canadian Pacific Railway in section 25, township 6, range 5, West 1st meridian, near Carman, Man.

Removal of tower man and making approach signals non-operative and fixed at caution at the crossing of the Canadian National Railways by the Canadian Pacific Railway in section 4, township 5, range 4, West 1st meridian, near Roland, Man.

Installation of automatic signals at the crossing of the Rouses Point subdivision, Canadian National Railways, with the Montreal and Southern Counties Railway at Ranelagh, P.Q.

## RAILWAY CONNECTIONS

Connection of the tracks of the Canadian Pacific Railway and the tracks of the Canadian National Railways at Cyr Diamond and at Edmundston, N.B.

Connection of the tracks of the Canadian Pacific Railway and the Canadian National Railways at Farnham, P.Q.

Connection of the tracks of the Midland Railway of Manitoba with the tracks of the Canadian Pacific Railway in the city of Winnipeg, province of Manitoba.

Connection of the tracks of the Canadian National Railways with the spur of the Kapoor Lumber Company at mileage 36.63, Cowichan subdivision, in the province of British Columbia.

Connection of the Drummondville subdivision with the Aston subdivision at Aston Jct., P.Q., and the Aston subdivision with the Sorel subdivision at St. Gregoire, P.Q., and the Nicolet subdivision with the Sorel subdivision of the Canadian National Railways at Nicolet, P.Q.

Connection of the tracks of the Canadian National Railways with the tracks of the Canadian Pacific Railway in the north half of section 19, township 2, range 6, west 2nd meridian, at Bienfait, Sask.

Operation of the trains of the Canadian National Railways over the connection of their tracks with the Canadian Pacific Railway Company's Bienfait mine spur in the north half of section 19, township 2, range 6, west 2nd meridian, at Bienfait, Sask.

## OPERATION OF INTERLOCKING PLANTS

Operation of trains by the Canadian National Railways through the junction of their Huntsville and Bala subdivisions at Washago, Ont., without bringing them to a stop, provided signals are in a clear position, at a speed not exceeding ten miles an hour.

Operation of trains of the Canadian Pacific and Canadian National Railways over the crossing at Drummondville, P.Q., without their being brought to a stop, provided the signals are in a clear position.

Operation of trains of the Canadian Pacific Railway and Midland Railway of Manitoba through the connection of above railways in the vicinity of Portage avenue and Academy road, in the city of Winnipeg, Man., without their being brought to a stop, provided the signals are clear.

Operation of trains of the Canadian National Railways and the Canadian Pacific Railway over the crossing of their railways near Mayfair, Sask., without first bringing them to a stop, provided the signals indicated "Proceed."

Operation of trains of the Canadian National Railways and Canadian Pacific Railway over the crossing of their respective railways near Baker Brook, N.B., mileage 11.62, Glendyne subdivision, Canadian National Railways.

Operation of trains of the Canadian National Railways and the Montreal and Southern Counties Railway over the crossing at Ranelagh, P.Q.

Operation of trains of the Canadian Pacific Railway's Tuffnell-Prince Albert Branch, over the tracks of the Canadian National Railways' Ridgedale Easterly Branch in the northeast quarter of section 31, township 47, range 14, west of the 2nd meridian, province of Saskatchewan.

## OPERATION OF BRIDGES

Operation of trains under the overhead bridge on Provincial Highway No. 7, in the township of Oso, province of Ontario, by the Canadian Pacific Railway.

Operation of trains over the subway at Iberville street, Montreal, P.Q., by the Canadian Pacific Railway.

Operation of trains over the subway at Park avenue, Montreal, P.Q., by the Canadian Pacific Railway.

Operation of trains over Bridge No. 2-00 Westmount subdivision, Montreal Terminals, by the Canadian Pacific Railway.

Operation of trains over bridge at Seigneurs street, Montreal, P.Q., mileage 0-40, Westmount subdivision, Canadian Pacific Railway.

Operation of trains over bridge at Ste. Marguerite street, Three Rivers, P.Q., by the Canadian Pacific Railway.

Operation of trains over bridge at mileage 20-5, St. Maurice Valley subdivision, Canadian Pacific Railway.

Operation of trains over bridge No. 0-2, South Bank Branch, Montreal Terminals, of the Canadian Pacific Railway.

Operation of trains over bridge at Gladstone avenue, Ottawa, Ont., by the Canadian Pacific Railway.

Operation of trains over the subway at St. Joseph Boulevard, in Rosemount and Delorimier Wards, in the city of Montreal, P.Q., by the Canadian Pacific Railway.

Operation of trains over the subway at St. Denis street, in St. Denis and St. Edward Wards, in the city of Montreal, P.Q., mileage 4-71, Lachute subdivision, Canadian Pacific Railway.

Operation of bridge across Papineau avenue, Montreal, P.Q., mileage 0-67, Park avenue subdivision, Canadian Pacific Railway.

Operation of bridge over St. Rock street, Three Rivers, P.Q., mileage 81-8, Three Rivers subdivision, Canadian Pacific Railway.

Operation of bridge No. 20-96, St. Maurice Valley subdivision, Canadian Pacific Railway, in the parish of Ste. Flore, county of St. Maurice, province of Quebec.

Operation of bridge over Green avenue, Westmount, P.Q., mileage 1-20, Westmount subdivision, Canadian Pacific Railway.

Operation of bridge across the highway between concessions 4 and 5 of the township of Tay, in the county of Simcoe, province of Ontario, mileage 87-46, Port McNicoll subdivision, Canadian Pacific Railway.

Operation of bridge across MacKenzie avenue, Woodbridge, Ont., by the Canadian Pacific Railway.

Operation of Bridge No. 3-86, North Toronto subdivision, Canadian Pacific Railway, over Christie street, Toronto, Ont.

Operation of Bridge No. 4-23, North Toronto subdivision, Canadian Pacific Railway, at the crossing of Ossington avenue, in the city of Toronto, Ont.

Operation of Bridge No. 2-88, North Toronto subdivision, Canadian Pacific Railway, at the crossing of Davenport road, Toronto, Ont.

Operation of Bridge 4-9, North Toronto subdivision, Canadian Pacific Railway, over Keele street, Toronto, Ont.

Operation of Bridge 1-9, Galt subdivision, Canadian Pacific Railway, over King street, Toronto, Ont.

Operation of Bridge 3-35, North Toronto subdivision, Canadian Pacific Railway, over Howland avenue, Toronto, Ont.

Operation of Bridge 2-3, North Toronto subdivision, over Queen street, Toronto, Ont.

Operation of Bridge 3-48, North Toronto subdivision, Canadian Pacific Railway, over Bathurst street, Toronto, Ont.

Operation of Bridge 4-43, North Toronto subdivision, Canadian Pacific Railway, over Dovercourt road, Toronto, Ont.

Operation of Bridge 3-09, North Toronto subdivision, Canadian Pacific Railway, over Spadina avenue, Toronto, Ont.

Operation of Bridge 2-2, North Toronto subdivision, Canadian Pacific Railway, over Yonge street, Toronto, Ont.

Operation of Bridge 2-6, North Toronto subdivision, Canadian Pacific Railway, over Avenue road, Toronto, Ont.



Operation of Bridge 4·13, North Toronto subdivision, Canadian Pacific Railway, over Shaw street, Toronto, Ont.

Operation of Bridge No. 104·6, Thompson subdivision, Canadian Pacific Railway, over Quoieek Creek, province of British Columbia.

Operation of Bridge No. 7·18, Saint John subdivision, Canadian Pacific Railway.

Operation of bridge over the highway at mileage 13·87, St. Stephen subdivision, Canadian Pacific Railway.

Operation of Bridge No. 21·12, North Bay subdivision, Canadian Pacific Railway, in the district of Algoma, province of Ontario.

#### OPENING FOR TRAFFIC

Joint operation of the line of railway of the Canadian National Railways between Cyr Diamond and Edmundston and of the line of railway of the Canadian Pacific Railway between mileages 42·77 and 43·44 Edmundston subdivision, province of New Brunswick, by the Canadian Pacific and Canadian National Railways.

Operation of trains of the Canadian Pacific Railway over the connections between the Canadian National Railways and the Canadian Pacific Railway at Cyr Junction, N.B., and from mileage 0·0 to 18·87 in the city of Edmundston, N.B.

Operation of the Unity Southwesterly Branch of the Canadian National Railways from its junction with the Unity subdivision of the Grand Trunk Pacific Railway to a point in vicinity of Salvador, Saskatchewan, a distance of 27·0 miles, also over the west leg of the wye at the said junction 0·29 of a mile in length.

Operation of the Unity Southwesterly Branch of the Canadian National Railways from a point at mileage 27·0 to mileage 52·0, at a speed not exceeding 25 miles per hour.

Opening for traffic of the diverted line of the Canadian Pacific Railway between mileage 20·9 and 21·07, St. Maurice Valley subdivision, in the parish of St. Flore, county of St. Maurice, and province of Quebec.

#### SUBWAYS

Operation of the Christie street subway in the city of Toronto, province of Ontario (Bridge 3·86, North Toronto subdivision), Canadian Pacific Railway.

Operation of the Ossington avenue subway in the city of Toronto, Ontario (Bridge 4·23 North Toronto subdivision), Canadian Pacific Railway.

Operation of the Davenport road subway in the city of Toronto (Bridge 2·88 North Toronto subdivision), Canadian Pacific Railway.

Operation of the Keele street subway in the city of Toronto, Ontario (Bridge 4·9, North Toronto subdivision), Canadian Pacific Railway.

Operation of the King street subway in the city of Toronto, Ontario (Bridge 1·9, Galt subdivision), Canadian Pacific Railway.

Operation of the Howland avenue subway in the city of Toronto, Ontario, by the Canadian Pacific Railway, mileage 3·35, North Toronto subdivision.

Operation of the Queen street subway in the city of Toronto, province of Ontario (Bridge 2·3 Galt subdivision), Canadian Pacific Railway.

Operation of the Bathurst street subway, Toronto, Ontario, mileage 3·48, North Toronto subdivision, Canadian Pacific Railway.

Operation of subway at Dovercourt road, Toronto, Ontario, mileage 4·43, North Toronto subdivision, Canadian Pacific Railway.

Operation of subway at Spadina avenue, Toronto, Ontario, mileage 3·09, North Toronto subdivision, Canadian Pacific Railway.



Operation of subway at Yonge street, Toronto, Ontario, mileage 2·2, North Toronto subdivision, Canadian Pacific Railway.

Operation of subway at Avenue road, Toronto, Ontario, mileage 2·6, North Toronto subdivision, Canadian Pacific Railway.

Reconstruction of subway on King's Highway No. 7, near New Hamburg, Ont., by the Canadian Pacific Railway.

Operation of trains of the Canadian National Railways over subway constructed between the London and Port Stanley Railway Station and the Canadian National Railways' concourse, in the city of London, province of Ontario.

Construction of a subway under the tracks of the Canadian National Railways at Eighteenth street, New Toronto, Ont.

Construction of a subway under the Canadian National Railways on Highway No. 7, lots 35 and 36, concession 1, township of Markham, province of Ontario, at Langstaff, Ont.

Construction of a subway under the double tracks of the Canadian National Railways in the township of Stamford, county of Welland, province of Ontario.

Construction of a timber type subway under the tracks of the Canadian National Railways at Sioux Lookout, Ont.

Reconstruction of a subway structure at Richelieu street, St. Johns, P.Q., by the Canadian National Railways.

Construction of a subway under the tracks of the Canadian National Railways on Brown's Line Road, lot 26, concessions 2 and 3, township of Etobicoke, county of York, province of Ontario, mileage 12·37, Brampton subdivision.

Operation of trains of the Canadian Pacific Railway over subway at mileage 124·63, Nipigon subdivision, on the Trans-Canada Highway, Port Arthur, Ont.

Construction of a subway under the tracks of the Canadian National Railways north of fraction section 10, township 18, range 21, west of the Principal Meridian, in Rural Municipality of Strathelair, province of Manitoba.

Construction of a three-track subway under the tracks of the Canadian Pacific and Canadian National Railways at James street, Fort William, Ont.

Construction of a tunnel under the Canadian National Railways' main line track at mileage 27·6, Yale subdivision, province of British Columbia.

Construction of mining tunnel under the Canadian National Railways in northwest quarter of section 19, township 52, range 23, west of the 4th Meridian province of Alberta.

Widening of subway on James street, Winnipeg, Man., under the tracks of the Canadian Pacific Railway.

#### TUNNELS

Construction of two mine entries under the tracks of the Canadian Pacific Railway in the west half of section 23, township 2, range 7, west of the 2nd Meridian, province of Saskatchewan.

Construction of seven mine entries under the tracks of the Canadian National Railways in the southwest quarter of section 30, township 52, range 23, west of the 4th Meridian, province of Alberta.

Construction of two mine entries under the tracks of the Canadian National Railways by the Kent Coal Company in the southwest quarter of section 30 township 52, range 23, west of the 4th Meridian, in the province of Alberta.

Construction of four mine entries under the Canadian Pacific Railway in the northeast quarter of section 35, township 8, range 22, west of the 4th Meridian, province of Alberta, mileage 2·13, Crowsnest subdivision.

Construction of mine entry under the tracks of the Northern Alberta Railway in the southeast quarter of section 6, township 55, range 24, west of the 4th Meridian, province of Alberta.

Construction of mine entry under the tracks of the Canadian National Railways in the southwest quarter of section 25, township 48, range 22, west of the 5th Meridian, province of Alberta.

## FENCING

Exemption from maintenance of fencing on the left side of right of way between mileages 52·5 and 53·6, Grand Falls subdivision, Canadian National Railways.

Exemption from maintenance of fencing at different points on the Inverness subdivision, New Glasgow division, Canadian National Railways in the province of Nova Scotia, between mileages 1·26 and 56·43.

Exemption from maintenance of fencing at different points on the Wilkie subdivision, Canadian Pacific Railway between mileages 0·0 and 101, province of Saskatchewan.

Exemption from maintenance of fencing on south side of the railway on the Caledonia subdivision of the Canadian National Railways from mileage 1·5 to 1·9 and from mileage 6·9 to 7·1, province of Nova Scotia.

Exemption from maintenance of fencing at different points between mileages 1·60 and 67·4, Middleton subdivision, Canadian National Railways in the province of Nova Scotia.

Exemption from maintenance of fencing between mileages 18·18 and 18·53, town of Rimouski, south side, and mileages 28·42 and 28·58, village of Bic, south side, Rimouski subdivision, Canadian National Railways, in the province of Quebec.

Exemption from maintenance of fencing, west side of right of way from mileage 56·4 to 57·5, and on east side from mileage 74·99 to 75·21, Harcourt subdivision, Canadian National Railways, in province of Nova Scotia.

## PROTECTION—HIGHWAY CROSSINGS

Lengthening of ringing circuits of electric bells at crossing of Norwich and William streets, Woodstock, Ont., by the Canadian National Railways.

Replacing of two lightning flash signals on the west side of the crossing of Clifton Hill street, Niagara Falls, Ont., with bells and wig-wags by the Michigan Central Railroad.

Installation of automatic bell and wig-wag at the crossing of Highway No. 2 at Bayard, N.B., at mileage 22·54, Saint John subdivision of the Canadian Pacific Railway.

Installation of automatic bell and wig-wag signal at the crossing of the highway at Kilburn, N.B., by the Canadian Pacific Railway, mileage 92·69, Shogomoc subdivision.

Extension of ringing circuits operating automatic bell at crossing of Norwich street, Woodstock, Ont., by the Canadian National Railways.

Installation of automatic bell and wig-wag in lieu of existing bell at the second crossing of the highway south of Hopewell Station, in the province of Nova Scotia, by the Canadian National Railways.

Installation of automatic bell and wig-wag signal at crossing of the highway at Florenceville, N.B., by the Canadian Pacific Railway, mile 72·0, Saint John subdivision.

Installation of automatic bell and wig-wag signal at crossing of the highway at Peel, N.B., by the Canadian Pacific Railway, mileage 68·06, Shogomoc subdivision.

Installation of automatic bell and wig-wag signal at the crossing of the highway at South Bay, N.B., by the Canadian Pacific Railway, mileage 3·79, Saint John subdivision.

Installation of automatic bell and wig-wag signal at the crossing of the highway at Bath, N.B., by the Canadian Pacific Railway, mileage 79·79, Shogomoc subdivision.

Installation of automatic bell and wig-wag signal at the crossing of the highway at Perth, N.B., by the Canadian Pacific Railway, mileage 97·23, Shogomoc subdivision.

Installation of double automatic bells and wig-wags at the crossing of 115th avenue, Edmonton, Alta., by the Canadian National Railways.

Installation of automatic bell and wig-wag signal at crossing of Dutch Village Road, in the city of Hamilton, Ont., by the Canadian Pacific Railway.

Installation of automatic bell and wig-wag signal at the crossing of the highway 2.2 miles east of Spruce Grove, in the province of Alberta, mileage 17.5, Wabamun subdivision, Canadian National Railways.

Establishment of sight lines at the crossing of No. 8 highway at Astle, N.B., mileage 67.87, Nashwaak subdivision, Canadian National Railways.

Removal of obstructions to view in the northeast angle of the crossing of the highway at mileage 93.57, Ste. Agathe subdivision, Canadian Pacific Railway, in the village of L'Annonciation, P.Q.

Installation of double bells and wig-wags in lieu of lightning flash signals at the crossing of Young street, 1.98 miles east of Attercliffe, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wags in lieu of lightning flash signals at crossing of Darling Road, 1.96 miles east of Canfield, Ont., by the Michigan Central Railroad.

Installation of automatic bell and wig-wag signal at the crossing of Highway No. 24, at mileage 27.7 from Galt, Ont., on the Lake Erie and Northern Railway.

Installation of double bells and wig-wag signals in lieu of lightning flash signals at the crossing of Simcoe street and Ontario avenue, Niagara Falls, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wag signals in lieu of lightning flash signals at crossing of highway between concession 8, township of Townsend, and concession 8, township of Windham, county of Norfolk, province of Ontario, by the Michigan Central Railroad.

Installation of double bells and wig-wag signals in lieu of lightning flash signals at crossing of highway between concessions 3 and 4, township of Haldimand, county of Haldimand, province of Ontario, 2.73 miles east of Attercliffe, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wag signals in lieu of lightning flash signals at crossing of Stanley street, Montrose, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wag signals in lieu of lightning flash signals at crossing of McLaughlin road, 0.64 mile east of Attercliffe, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wag signals in lieu of lightning flash signals at crossing of Robinson Road at Attercliffe, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wag signals in lieu of lightning flash signals at crossing of the Town Line Road between the townships of Crowland and Willoughby, in the county of Welland, province of Ontario, by the Michigan Central Railroad.

Installation of double bells and wig-wag signals in lieu of lightning flash signals at the crossing of Huron and Erie streets, Niagara Falls, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wag signals in lieu of lightning flash signals at the crossing of Morrison street, Niagara Falls, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wag signals in lieu of lightning flash signals at the crossing of Eastwood avenue, Niagara Falls, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wag signals in lieu of lightning flash signals at the crossing of the Town Line Road just east of the station at Townsend, Ont., by the Michigan Central Railroad.



Installation of double bells and wig-wag signals in lieu of lightning flash signals at the crossing of the Moote Road, 1·39 miles west of Attercliffe, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wag signals in lieu of lightning flash signals at the crossing of Clements Haugh Road, 0·63 mile east of Stevensville Station, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wag signals in lieu of lightning flash signals at the crossing of Hawtrey Road, just west of the station at Hawtrey, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wag signals in lieu of lightning flash signals at the crossing of the highway 0·11 mile west of Windham, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wag signals in lieu of lightning flash signals at crossing of Diltz Road, 0·93 mile east of Attercliffe, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wag signals in lieu of lightning flash signals at the crossing of Lincoln Road, 1·73 miles east of Welland, Ont., by the Michigan Central Railroad.

Installation of automatic bell and wig-wag signal at crossing of the highway at mileage 93·1, Red Deer subdivision, Canadian Pacific Railway, at Red Deer, Alta.

Establishment of sight lines at the crossing of Highway No. 8 at McGivney Jct., N.B., by the Canadian National Railways.

Establishment of sight lines at the crossing of Highway avenue, London, Ont., by the Canadian National Railways.

Establishment of sight lines at the crossing of the highway 2·7 miles west of Kenilworth Station, Ont., mileage 29·3, Teeswater subdivision, Canadian Pacific Railway.

Installation of double bells and wig-wag signals at the crossing of St. John's highway between Brosseau and Lacadie, province of Quebec, mileage 14·5 Rouses Point subdivision, Canadian National Railways.

Installation of automatic bell and wig-wag signal at the crossing of the highway near the west end of the bridge over the Matapedia river, in the village of Ste. Florence, county of Matapedia, province of Quebec, by the Canadian National Railways.

Extending of bonding at the crossing of Mountain Road at Sergerie, west of the village of Bic, P.Q., mileage 30·53, Rimouski subdivision, Canadian National Railways.

Installation of double bells and wig-wags in lieu of lightning flash signals at crossing of Thamesville Road (Provincial Highway No. 2), 1·05 miles east of Ridgetown, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wags in lieu of lightning flash signals at the crossing of Scane Road, 1·26 miles west of Ridgetown, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wags in lieu of lightning flash signals at the crossing of Middle Town Line Road, 0·29 of a mile east of Cornell, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wags in lieu of lightning flash signals at crossing of the Town Line Road, 0·36 of a mile east of Essex, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wags in lieu of lightning flash signals at the crossing of Fifth Concession Road, 2·52 miles west of Tilbury, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wags in lieu of lightning flash signals at the crossing of Thomas street, Essex, Ont., by the Michigan Central Railroad.



Installation of double bells and wig-wags in lieu of lightning flash signals at the crossing of the Town Line Road between townships of Howard and Horwich, county of Kent, province of Ontario, by the Michigan Central Railroad.

Installation of double bells and wig-wags in lieu of lightning flash signals at the crossing of Molden Road, 0·73 mile east of Woodslee, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wags in lieu of lightning flash signals at the crossing of Toudell side road, 3·09 miles east of Tilbury, Ont., by the Michigan Central Railroad.

Installation of a bell and wig-wag signal at the crossing of King's Highway No. 3, one mile west of Canfield, Ont., by the Canadian National Railways.

Installation of a bell and wig-wag in lieu of existing bell on the south side of Southwick street, St. Thomas, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wags in lieu of lightning flash signals at the crossing of the Concession Road, 0·88 of a mile east of Pelton, Ont., by the Michigan Central Railroad.

Improvement of approaches to crossing of Victoria street, Iroquois, Ont., mileage 99·79, Cornwall subdivision, Canadian National Railways.

Installation of a bell and wig-wag signal at the crossing of Vidal street, Sarnia, Ont., by the Canadian National Railways.

Improvement of approaches on the north side of the crossing of the Canadian National Railways between Lots 31 and 32, concession 1, township of Lancaster, province of Ontario, mileage 52·50, Cornwall subdivision.

Installation of bell and wig-wag signal at the crossing of the highway in Lot 27, concession 10, township of Ferris, district of Nipissing, province of Ontario, by the Canadian National Railways.

Installation of a wig-wag in addition to existing electric bell, and a second bell and wig-wag at the crossing of Argyle street, east of the station at Caletonia, Ont., by the Canadian National Railways.

Maintenance of day and night watchmen at the crossing of Pillette Road, East Windsor, Ont., by the Canadian National Railways.

Installation of automatic bell and wig-wag at the crossing of Lansdowne street, East Ferris, Ont., by the Canadian National Railways.

Installation of double bells and wig-wag signals at the crossing of Cadillac street, Montreal, P.Q., by the Canadian National Railways.

Diversion of the public highway in the vicinity of Dickie Station, N.B., by the Canadian National Railways.

Installation of bell and wig-wag signal in lieu of existing bell at Prouty's Crossing, between Lennoxville and Waterville, P.Q., by the Canadian National Railways.

Installation of double bells and wig-wag signals at the crossing of the highway just west of Islington Station, Ont., mileage 8·64, Galt subdivision, Canadian Pacific Railway.

Construction of an eight per cent grade at the crossing of the Canadian Pacific Railway at the south end of Jeanie street, Pakenham, Ont.

Lengthening of ringing circuits of highway crossing bell at Crookston Road, near Ivanhoe, Ont., mileage 70·20, Havelock subdivision, Canadian Pacific Railway.

Lengthening of ringing circuits of highway crossing bell at Concession Road, near Locust Hill, Ont., by the Canadian Pacific Railway.

Lengthening of ringing circuit of highway crossing bell at Side Road crossing near Claremont, Ont., by the Canadian Pacific Railway.

Lengthening of ringing circuit of highway crossing bell at Side Road crossing, Glen Major, Ont., mileage 68·8, Peterboro subdivision, Canadian Pacific Railway.

Lengthening of ringing circuits of highway crossing bell at Concession Road, Havelock, Ont., by the Canadian Pacific Railway.

Lengthening of ringing circuits of highway crossing bell at Godfrey Road crossing, near Mountain Grove, Ont., by the Canadian Pacific Railway.

Installation of automatic bell and wig-wag signal at the crossing of the highway near Kaladar, Ont., mileage 46·3, Havelock subdivision, Canadian Pacific Railway.

Construction of a diversion of the highway north of village of Alceve, P.Q., north of Canadian Pacific Railway track.

Removal of obstructions to view at the crossing of the highway by the Canadian Pacific Railway at mileage 22·88, MacTier subdivision, about one mile north of Bolton Station, Ont.

Construction of a diversion on Highway No. 13 through sections 13, 14 and 15, township 8, range 1, west 3rd meridian, province of Saskatchewan, and closing of the highway crossings of the Canadian Pacific Railway on the south boundary of the said sections.

Widening of the approaches to the crossing of the Canadian Pacific Railway at mileage 2·19, Owen Sound subdivision, in the township of Mond, province of Ontario.

Establishment of sight lines at the crossing of the highway by the Canadian National Railways at mileage 6·25, Kensington subdivision, in the province of Prince Edward Island.

Installation of automatic bell and wig-wag signal at crossing of the Gouin Highway at mileage 5·6, Montfort subdivision, Canadian National Railways, in the province of Quebec.

Installation of automatic bell and wig-wag signal at crossing of the highway east of Belleville station, mileage 90·05, Belleville subdivision, Canadian Pacific Railway.

Installation of automatic bell and wig-wag signal at crossing of Cannifton Road, west of Belleville, Ont., mileage 22·09, Oshawa subdivision, Canadian National Railways.

Installation of automatic bell and wig-wag signal at the crossing of Provincial Highway No. 2, 2·19 miles west of Belleville Station, Ont., mileage 44·40, Belleville subdivision, Canadian Pacific Railway.

Improvement of view at the crossing of the highway opposite lots 15 and 16, concession 4, township of Albion, province of Ontario, between Bolton and Fumbar stations, on the line of the Canadian Pacific Railway.

Construction of a diversion of the highway along the north side of the Canadian National Railways, Edmundston subdivision, between mileages 96·9 and 98·5, at Quisibis, N.B.

Installation of double bells and wig-wags at the crossing of the highway 1·4 miles west of Agincourt Station, Ont., by the Canadian Pacific Railway.

Installation of double bells and wig-wags at the crossing of St. Joseph street, Drummondville, P.Q., by the Canadian National Railways.

Installation of bell and wig-wag signals at the crossing of Bristol street, Liverpool, N.S., by the Canadian National Railways.

Installation of actuated automatic traffic signals at the intersection of Victoria avenue and Bridge street, Niagara Falls, Ont., by the Michigan Central Railroad.

Installation of double wig-wag signals at crossing of Brock street, Peterborough, Ont., by the Canadian National Railways.

Installation of double wig-wag signals at the crossing of King and Sherrooke streets, Peterborough, Ont., by the Canadian National Railways.

Installation of double wig-wag signals at the crossing of Charlotte street, Peterborough, Ont., by the Canadian National Railways.

Installation of double wig-wag signals at the crossing of Simcoe street, Peterborough, Ont., by the Canadian National Railways.

Installation of double wig-wag signals at the crossing of Hunter street, Peterborough, Ont., by the Canadian National Railways.

Installation of double wig-wag signals at the crossing of Dalhousie street, Peterborough, Ont., by the Canadian National Railways.

Installation of double wig-wag signals in lieu of gates at crossing of Church street, Moncton, N.B., by the Canadian National Railways.

Installation of double wig-wag signals in lieu of gates at the crossing of St. George street, Moncton, N.B., by the Canadian National Railways.

Installation of one wig-wag and bell on north side of the railway and one wig-wag without bell on the south side of the railway at the crossing of Lutz street, Moncton, N.B., by the Canadian National Railways.

Installation of one wig-wag without bell on the north side of the railway, and one wig-wag with bell on the south side of the railway, at the crossing of Queen street, Moncton, N.B., by the Canadian National Railways.

Improvement of view at crossing of highway opposite lots 15 and 16, concession 4, township of Albion, province of Ontario.

Installation of bell and wig-wag in addition to existing bell and wig-wag at the crossing of the highway east of Belleville Station, Ont., by the Canadian Pacific Railway.

Installation of bell and wig-wag signal in addition to existing bell and wig-wag at the crossing of Highway No. 2 (Kingston Road), 2.1 miles west of Belleville Station, Ont., by the Canadian Pacific Railway.

Installation of bell and wig-wag signal in lieu of existing bell at the crossing of Keene Road, east of Peterborough, Ont., by the Canadian National Railways.

Establishment of sight lines at crossing of the highway, eight-tenths of a mile west of Indian River Station, Ont., mileage 15.34, Peterborough subdivision, Canadian Pacific Railway.

Installation of double bells and wig-wag signals at crossings of the Trans-Canada Highway by the Canadian Pacific Railway at mileages 59.5, 61.02, 62.08, 66.06, 68.04, 69.31, 71.19, and bell and wig-wag in addition to existing bell and wig-wag at crossing at mileage 58.39, Three Rivers subdivision, in the province of Quebec.

Installation of bell and wig-wag signal at second crossing of highway west of Carp Station, Ont., by the Canadian National Railways.

Installation of bell and wig-wag signal at crossing of the highway east of Stevensville, Ont., mileage 7.95 Cayuga subdivision, Canadian National Railways.

Installation of bell and wig-wag signal at the crossing of the highway at Brooklyn Station, N.S., by the Canadian National Railways.

Improvement to view at the Brookfield crossing, near Brookfield Station, N.S., by the Canadian National Railways.

Installation of double bells and wig-wags at the crossing of the Middle Town Line Road, 2.2 miles east of Brownsville, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wag signals in lieu of lightning flash signals at the crossing of the Centre Line Road, 2.80 miles east of Fargo, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wags at crossing of Drury Side Road, 0.93 miles east of Charing Cross, Ont., by the Michigan Central Railroad, in lieu of lightning flash signals.

Installation of double bells and wig-wags in lieu of lightning flash signals at crossing of Frome Road, 2.5 miles east of Shedden, Ont., by the Michigan Central Railroad.



Installation of double bells and wig-wags in lieu of lightning flash signals at the crossing of Eighth Concession Road, 0·64 mile west of Buxton, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wags in lieu of lightning flash signals at crossing of Huffman Road, 1·95 miles east of Fargo, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wags in lieu of lightning flash signals at crossing of the Town Line Road, 1·22 miles east of Springfield, Ont., by the Michigan Central Railroad.

Installation of double bells and wig-wags in lieu of lightning flash signals at the crossing of Concession Road, 0·65 mile west of Aylmer, Ont., by the Michigan Central Railroad.

## CONTRIBUTION FROM RAILWAY GRADE CROSSING FUND

Protection	Location	Railway	Contribution
Bell circuit lengthened	Norwich St., Woodstock, Ont.	C.P.R. 40%	\$ 840 00
Sight lines established	Mile 67·87 Nashwaak Sub.	C.N.R. 40%	100 00
Bell and wig-wag	Galt, Ont.	C.P.R. 40%	560 00
Bells and wig-wags (2)	Simcoe St., Niagara Falls.	M.C.R. 40%	507 42
" " (2)	Con. 8, Twp. Townsend, Ont.	M.C.R. 40%	218 14
" " (2)	2·73 miles east Attercliffe, Ont.	M.C.R. 40%	218 14
" " (2)	Stanley St., Montrose, Ont.	M.C.R. 40%	218 24
" " (2)	McLaughlin Rd., Attercliffe, Ont.	M.C.R. 40%	218 14
" " (2)	0·64 mile east Attercliffe, Ont.	M.C.R. 40%	218 14
" " (2)	1·98 miles east Attercliffe, Ont.	M.C.R. 40%	218 14
" " (2)	1·96 miles east Canfield, Ont.	M.C.R. 40%	218 14
" " (2)	Robinson Rd., Attercliffe, Ont.	M.C.R. 40%	218 14
" " (2)	Town Line Rd., Twp. Crowland, Ont.	M.C.R. 40%	218 14
" " (2)	Huron St., Niagara Falls, Ont.	M.C.R. 40%	242 78
" " (2)	Morrison St., Niagara Falls, Ont.	M.C.R. 40%	242 78
" " (2)	Eastwood St., Niagara Falls, Ont.	M.C.R. 40%	375 10
" " (2)	Town Line Rd., Townsend, Ont.	M.C.R. 40%	218 14
" " (2)	Moote Rd., Attercliffe, Ont.	M.C.R. 40%	218 14
" " (2)	Clements Haugh Rd., Stevensville, Ont.	M.C.R. 40%	228 40
" " (2)	Hawtrey Rd., Hawtrey, Ont.	M.C.R. 40%	228 40
" " (2)	Side Road, Windham, Ont.	M.C.R. 40%	218 14
" " (2)	Diltz Rd., Attercliffe, Ont.	M.C.R. 40%	218 14
" " (2)	Lincoln Rd., Welland, Ont.	M.C.R. 40%	228 40
" " (2)	Clifton Hill, Ont.	M.C.R. 40%	240 00
Sight lines established	McGivney Jct., N.B.	C.N.R. 40%	205 00
" " " "	Highway Ave., London, Ont.	C.N.R. 40%	205 00
" " " "	Kenilworth, Ont.	C.P.R. 40%	80 00
Electric bonding	Mountain Rd., Bic, P.Q.	C.N.R. 40%	30 00
Bells and wig-wags (2)	Thamesville Rd., Ridgeway, Ont.	M.C.R. 40%	240 00
" " (2)	Seane Rd., Ridgeway, Ont.	M.C.R. 40%	240 00
" " (2)	Town Line Rd., Cornell, Ont.	M.C.R. 40%	240 00
" " (2)	Town Line Rd., Essex, Ont.	M.C.R. 40%	240 00
" " (2)	Fifth Concession Rd., Tilbury, O.	M.C.R. 40%	240 00
" " (2)	Thomas St., Essex, Ont.	M.C.R. 40%	240 00
" " (2)	Town Line Rd., Twp. Howard, O.	M.C.R. 40%	240 00
" " (2)	Molden Rd., Woodslee, Ont.	M.C.R. 40%	240 00
" " (1)	Touzel Side Rd., Tilbury, Ont.	M.C.R. 40%	240 00
" " (1)	Highway No. 3, Canfield, Ont.	M.C.R. 40%	600 00
" " (2)	Southwick St., St. Thomas, Ont.	M.C.R. 40%	130 00
" " (2)	Concession Rd., Pelton, Ont.	M.C.R. 40%	240 00
Improve crossing approach	Victoria St., Iroquois, Ont.	C.N.R. 40%	160 00
Bell and wig-wag	Vidal St., Sarnia, Ont.	C.N.R. 40%	720 00
" " " "	Lot 27, Con. 10, Twp. Ferris, Ont.	C.N.R. 40%	680 00
" " " "	Argyle St., Caletonia, Ont.	C.N.R. 40%	600 00
" " " "	Lansdowne St., East Ferris, Ont.	C.N.R. 40%	920 00
" " (2)	Cadillac St., Montreal, P.Q.	C.N.R. 40%	1,080 00
Highway diversion	Dickie Station, N.B.	C.N.R. 40%	11,000 00
Grading approaches	Jennie St., Pakenham, Ont.	C.P.R. 40%	336 00
Highway diversion	Blissfield, N.B.	C.N.R. 40%	1,250 00
Bell bonding extended	Locust Hill, Ont.	C.P.R. 40%	36 00
" " " "	Crookston Rd., Ivanhoe, Ont.	C.P.R. 40%	28 00
" " " "	Side Rd., Claremont, Ont.	C.P.R. 40%	38 00
" " " "	Side Rd., Glen Major, Ont.	C.P.R. 40%	26 00
" " " "	Concession Rd., Havelock, Ont.	C.P.R. 40%	38 00
" " " "	Godfrey Rd., Mountain Grove, Ont.	C.P.R. 40%	1,000 00
Bell and wig-wag	Kuladar, Ont.	C.P.R. 40%	700 00
Widening approaches	Orangeville, Ont.	C.P.R. 40%	1,680 00
Bell and wig-wag	Gouin Boulevard, P.Q.	C.N.R. 40%	600 00
Bell and wig-wag	Belleville, Ont.	C.N.R. 10%	400 00
Sight lines established	Con. 4, Twp. Albion, Ont.	C.P.R. 40%	27,369 00
Highway diversion	Boutillier's Point, N.S.	C.N.R. 40%	1,013 00
Bell and wig-wag	Main St., Mundare, Alta.	C.N.R. 40%	30,000 00
Subway	Brown's Line Rd., Twp. Etobicoke, Ont.	C.N.R. 40%	3,000 00
Highway diversion	County Rd. No. 14, Coe Hill, Ont.	C.P.R. 40%	1,000 00
Highway " "	McIntyre Lake Station, N.S.	C.N.R. 40%	



## CONTRIBUTION FROM RAILWAY GRADE CROSSING FUND—Continued

Protection	Location	Railway	Contribution
Sight lines established	Brookfield Station, N.S.	C.N.R. 40%	800 00
Bells and wig-wags (2)	Middle Town Rd., Brownsville, Ont.	M.C.R. 40%	240 00
" " (2)	Centre Line Rd., Fargo, Ont.	M.C.R. 40%	240 00
" " (2)	Charing Cross, Ont.	M.C.R. 40%	240 00
" " (2)	Frome Rd., Shedden, Ont.	M.C.R. 40%	240 00
" " (2)	Eighth Concession Rd., Buxton, Ont.	M.C.R. 40%	240 00
" " (2)	Huffman Rd., Fargo, Ont.	M.C.R. 40%	240 00
" " (2)	Town Line Rd., Springfield, Ont.	M.C.R. 40%	240 00
" " (2)	Concession Rd., Aylmer, Ont.	M.C.R. 40%	240 00
Bell and wig-wag	Keene Rd., Peterboro, Ont.	C.N.R. 40%	320 00

## CONTRIBUTION UNDER SUPPLEMENTARY PUBLIC WORKS CONSTRUCTION ACT, 1935

Bell and wig-wag	Highway No. 2, Bayard, N.B.	C.P.R. 70%	\$ 1,153 00
" " "	Florenceville, N.B.	C.P.R. 70%	1,260 00
" " "	Peel, N.B.	C.P.R. 70%	1,260 00
" " "	South Bay, N.B.	C.P.R. 70%	1,960 00
" " "	Bath (Lower), N.B.	C.P.R. 70%	1,260 00
" " "	Perth, N.B.	C.P.R. 70%	1,260 00
" " "	Kilburn, N.B.	C.P.R. 70%	1,260 00
" " (2)	115th Ave., Edmonton, Alta.	C.N.R. 85%	3,630 00
Highway diversion	Ridge and Parkhill Roads, Parish of Chipman, N.B.	C.N.R. 70%	1,750 00
Highway " "	Adanac, Sask.	C.P.R. 70%	160 00
Widening subway	Portage Ave., Winnipeg, Man.	C.P.R. 70%	100,000 00
Subway	Oumet Hill, P.Q.	C.P.R. 70%	38,500 00
Bell and wig-wag	Hopewell Station, N.S.	C.N.R. 70%	840 00
" " "	Dutch Village Rd., Hamilton, Ont.	C.N.R. 70%	900 00
" " "	Spruce Grove, Alta.	C.N.R. 70%	1,930 00
" " "	Red Deer, Alta.	C.P.R. 70%	1,960 00
Overhead highway bridge	Bridge St., Bromptonville, P.Q.	C.N.R. 70%	46,900 00
Bells and wig-wags (2)	Between Brousseau and Lacadie, P.Q.	C.N.R. 100%	2,800 00
Bell and wig-wag	St. Florence, P.Q.	C.N.R. 100%	1,500 00
" " "	Prouty's Crossing, between Lennoxville and Waterville, P.Q.	C.N.R. 100%	750 00

## CONTRIBUTION UNDER DEPARTMENT RAILWAYS AND CANALS VOTE No. 417, 1936-37

Bells and wig-wags (2)	Islington Station, Ont.	C.P.R. 70%	3,220 00
Sight lines established	Mile 6-25 Kensington Sub., P.E.I.	C.N.R. 70%	245 00
Bell and wig-wag	Cannifton Rd., Belleville, Ont.	C.N.R. 85%	476 50
" " "	2½ miles west Belleville, Ont.	C.P.R. 100%	650 00
Bells and wig-wags (2)	Agincourt, Ont.	C.P.R. 70%	2,520 00
" " "	St. Joseph St., Drummondville, P.Q.	C.N.R. 100%	3,500 00
Highway diversion	Sparhill, N.S.	C.N.R. 50%	13,845 00
Bell and wig-wag	Bristol St., Liverpool, N.S.	C.N.R. 85%	1,300 00
" " "	2-1 miles west Belleville, Ont.	C.P.R. 100%	950 00
Sight lines established	Indian River Station, Ont.	C.P.R. 70%	810 00
Bells and wig-wags (15)	Three Rivers Subdivision	C.P.R. 75%	17,255 00
Bell and wig-wag	Carp Station, Ont.	C.N.R. 55%	807 50
" " "	Stevensville, Ont.	C.N.R. 70%	1,190 00
" " "	Brooklyn Station, N.S.	C.N.R. 70%	1,120 00

## CONTRIBUTION UNDER DEPARTMENT RAILWAYS AND CANALS VOTE No. 420, 1936-37

Overhead highway crossing	Roche Percee, Sask.	C.P.R. 75%	\$ 16,500 00
Highway diversion	Clementsport, N.S.	C.P.R. 75%	22,635 00
Highway diversion and bridge	Biggar, Sask.	C.P.R. 75%	15,750 00
Overhead highway crossing	Redberry, Sask.	C.N.R. 75%	15,000 00
Sight lines established	Murillo, Ont.	C.P.R. 100%	970 00
Highway diversion	Alcoeve, P.Q.	C.P.R. 50%	22,216 00
Sight lines established	Bolton Station, Ont.	C.P.R. 70%	1,050 00
Highway diversion	Ardwick, Sask.	C.P.R. 70%	1,050 00
" " "	Township of Boischatel, P.Q.	N.C.R. 70%	14,490 00
" " "	Dryden, Ont.	C.P.R. 50%	8,005 00
" " "	Bigwood, Ont.	C.P.R. 50%	2,050 00
Subway	Eighteenth St., New Toronto, Ont.	C.N.R. 33½%	60,000 00
Highway diversion	Between Monastery and Mulgrave, N.S.	C.N.R. 70%	17,500 00
Subway	Field, Ont.	C.N.R. 50%	19,000 00
Highway diversion	Quisibis, N.B.	C.N.R. 70%	21,113 40
Subway	Langstaff, Ont.	C.N.R. 70%	55,300 00
Highway diversion	Thibodeau, N.B.	C.N.R. 70%	24,096 00
" " "	Jonquiere, P.Q.	C.N.R. 100%	23,627 00
Subway	Sioux Lookout, Ont.	C.N.R. 75%	39,000 00
Sight lines established	Township of Albion, Ont.	C.P.R. 70%	700 00
Highway diversion and bridge	Haig, B.C.	C.P.R. 100%	49,800 00
" " "	Swift Current, Sask.	C.P.R. 75%	18,750 00
Subway	James St., Fort William, Ont.	C.P.R. 100%	80,000 00
Bell and wig-wag	Belleville, Ont.	C.P.R. 100%	900 00
Highway diversion	Ponoka, Alta.	C.P.R. 75%	30,675 00

GENERAL STATEMENT SHOWING NUMBER OF INDUSTRIAL SIDINGS, HIGHWAY CROSSINGS, DIVERSIONS, BELLS AND WIG-WAGS, BRIDGES, FARM CROSSINGS, INSTALLED DURING YEAR ENDED DECEMBER 31, 1936

Provinces	Industrial Sidings	Highway Crossings	Highway Diversions	Highway Crossings Closed	Overhead Highway Crossings	Highway Under-Crossings
British Columbia.....	9	18	1	4	4	0
Alberta.....	17	22	5	15	1	1
Saskatchewan.....	2	9	4	16	7	0
Manitoba.....	5	7	0	1	0	1
Ontario.....	16	34	6	16	1	7
Quebec.....	4	14	3	6	3	1
New Brunswick.....	1	4	5	4	0	0
Nova Scotia.....	0	6	6	11	0	0
Prince Edward Island.....	0	0	1	1	0	0
Total.....	54	114	31	74	16	10

Provinces	Farm Crossings	Bridges	Wig-Wags	Bells and Wig-Wag	Electric Bells
British Columbia.....	1	7	0	0	0
Alberta.....	0	12	0	5	0
Saskatchewan.....	0	0	0	0	0
Manitoba.....	0	1	0	0	0
Ontario.....	2	4	9	108	0
Quebec.....	1	1	0	25	0
New Brunswick.....	0	1	6	9	0
Nova Scotia.....	0	0	0	3	0
Prince Edward Island.....	0	0	0	0	0
Total.....	4	26	15	150	0

## RAILWAY GRADE CROSSING FUND

In accordance with the provisions of subsection (5) of section 262 of the Railway Act, 1909, provision was made that the sum of \$200,000 each year, for ten consecutive years from the 1st day of April, 1909, be appropriated and set apart from the consolidated revenue fund for the purpose of aiding actual construction work for the protection, safety and convenience of the public in respect of highway crossings of railways at rail level, in existence on the 1st day of April, 1909, the said sums to be placed to the credit of a special account to be known as "The Railway Grade Crossing Fund," to be applied by the Board, subject to certain limitations set out in the Act, and amending Acts, solely towards the cost (not including that of maintenance and operation) of actual construction work for the purpose specified. In 1919, the same sum was voted for another ten years and again in 1929. An amount of \$500,000 was transferred to the Railway Grade Crossing Fund from the Unemployment Relief Fund, 1930, and \$500,000 from the Unemployment and Farm Relief Fund, 1931-32; \$500,000 by special vote of parliament in 1934; \$1,000,000 by the Public Works Construction Act, 1935—revoted by Vote 417—\$985,391; and \$1,000,000 by Vote 420, Special Supplementary Estimates 1936-37, making the total amount provided up to the end of the year 1936—\$9,058,391. Out of these funds, \$6,991,405.44 has already been paid and 80 per cent of the remainder committed. In 1928, the Railway Act was amended by chapter 43, 18-19 George V, and provision was made that in the case of any one crossing the total amount of money to be applied by the Board out of the Railway Grade Cross-

ing Fund, in providing protection, safety and convenience for the public, shall be 40 per cent of the cost of the actual construction work, and in no case shall the contribution exceed \$100,000. Under the terms of the Public Works Construction Act, 1935, and Vote 420—Special Supplementary Estimates 1936-37, grants could be made up to 100 per cent of the cost of construction, out of the funds provided under those Acts.

Provision is also made that in case any province contributes towards the Railway Grade Crossing Fund, the Board may apportion, direct and order payment out of the amount so contributed by such province for the purpose of the said fund, subject to any conditions and restrictions made and imposed by such province in respect of its contribution.

SUMMARY OF COMMITMENTS MADE AGAINST FUNDS PROVIDED UNDER  
VOTE 420—SPECIAL SUPPLEMENTARY ESTIMATES, 1936-1937

British Columbia .....	\$ 54,780 00
Alberta .....	30,675 00
Saskatchewan .....	97,950 00
Manitoba .....	.....
Ontario .....	296,097 00
Quebec .....	81,436 59
New Brunswick .....	45,212 40
Nova Scotia .....	40,185 00
Prince Edward Island .....	.....
	<hr/>
	\$646,305 99

A number of projects are under consideration which would use up the remainder of the funds not yet committed.

From the 1st day of April, 1909, to the 31st day of December, 1936, the Board ordered contributions from the Railway Grade Crossing Fund towards the protection of 1,710 crossings, as follows:—

By automatic interlocking plants .....	14
Closing crossings .....	218
Crossings eliminated .....	111
Diversion and overhead bridge .....	14
Diversion and subway .....	9
Diversion to subway .....	4
Electric bell .....	193
Electric bell and flashlight .....	2
Electric bell and wig-wag .....	578
Electric bell and wig-wag and removing obstructions to view ..	7
Electric flashlight .....	1
Easing curve on approach to bridge .....	1
Gates .....	125
Gates, automatic .....	3
Gates, electric .....	1
Gates and half interlocker .....	1
Improvement to grade on crossing approaches .....	14
Footbridge .....	1
Lengthening ringing circuit of bells .....	2
Lightning flash signals .....	12
Overhead bridges .....	102
Pedestrian subways .....	2
Shelter (watchman) .....	1
Removing obstructions to view and reducing grade .....	6
Removing obstructions to view .....	144
Subways .....	132
Tower (watchman) .....	3
Tunnel .....	1
Floodlights .....	1
Wig-wags .....	7





## APPENDIX "C"

REPORT OF THE CHIEF OPERATING OFFICER OF THE BOARD  
FOR THE YEAR ENDED DECEMBER 31, 1936

January 20, 1937.

P. F. BAILLARGEON, Esq.,  
Secretary, Board of Railway Commissioners,  
Ottawa.

DEAR SIR,—I submit, for the Board's thirty-second report, the annual report of the Operating Department for the year ended December 31, 1936.

## ACCIDENTS ATTENDED BY LOSS OF LIFE OR PERSONAL INJURY

A total of 2,772 accidents were reported to the Board during the year by the various railway companies subject to its jurisdiction, involving 3,305 casualties, of which number 333 persons were killed and 2,972 injured. The respective figures for the year 1935 are 2,488 accidents, 2,850 casualties, 315 persons killed and 2,535 injured. This is an increase of 18 killed and 437 injured over the previous year. In connection with this it may be noted that there was a considerable increase in the number of men employed by the railways, the increase for February, 1936, being 17,353 over the month of February, 1935. For the first ten months of 1936 there was an average monthly increase in men employed on railways (exclusive of relief labour) of 5,886 over the same period for the previous year.

Out of a total of 2,772 accidents, involving 3,305 casualties, there were 122 trespassers killed and 161 injured. Reference is made to statement No. 10, showing by railways and provinces the number of trespassers killed and injured. For the year 1935 there were 130 trespassers killed and 172 injured, this being a decrease of 8 killed and 11 injured.

Highway crossing accidents for the year numbered 243, resulting in 113 persons killed and 367 injured. A comparison with the previous year is as follows:—

	Accidents	Killed	Injured
1935 .....	242	114	304
1936 .....	243	113	367

Of these 243 accidents no less than 214 involved motor vehicles, resulting in 99 deaths, and injured 346. The remainder of the accidents, 29, involved horse-drawn vehicles, pedestrians, etc., and resulted in 14 deaths and injuries to 21.

It may be worthy of note that while auto and truck registrations in 1936 exceeded those of 1935 by over 50,000, there was an increase of only one crossing accident for the year 1936.

Motor vehicles running into the sides of trains at highway crossings resulting in death or personal injury totalled 56, while 28 drivers of motor vehicles involved in crossing accidents failed to stop at crossings as required by law. Details of contributory factors involved in various classes of crossing accidents are shown in statement number 19. Particulars of highway crossing accidents, protection provided, etc., are shown in statements Nos. 12 to 20 inclusive.

## INSPECTION OF SAFETY APPLIANCES AND CAR EQUIPMENT

The work coming within this category is largely carried on under the provisions of section 298 of the Railway Act and the Board's General Orders Nos. 102, 128, 261, 270, 346, 458, 461 and 515. In this connection reference is made to detailed statements Nos. 21, 22, 23-A and 23-B, showing the following:—

Freight cars inspected .....	67,592
Freight cars defective .....	3,755
Percentage defective .....	5.55
Number of defects .....	4,480
Passenger coaches inspected .....	3,067
Passenger coaches with defects .....	249

Commencing with the year 1936, a system of checking railway freight cars overdue for tare was inaugurated and it was found that out of 22,660 cars inspected, no less than 940 cars were found to be overdue for weighing for tare. Attention of the railways was drawn to all such cases and all overdue cars were worked to a scaling point, weighed for tare and re-stencilled. This class of inspection is important and will be closely followed up.

## INSPECTION OF MOTIVE POWER

This division of the work is carried on under sections Nos. 200, 201, 298, and 299 of the Railway Act, and the Board's General Orders Nos. 12, 31, 66, 102, 131, 289, 293, 385, 402, 404, 412, 415, 424, 434, 436, 463, 473, 480, 486, 510, 516, 522, 524, 531, 534, 538 and 548.

Locomotives inspected .....	6,464
Locomotives defective .....	728
Percentage defective .....	11.26
Number of defects .....	1,229

For details, see statement No. 23.

The inspection of locomotive and car equipment, it will be readily understood, entails considerable time and labour both on the ground and at headquarters, where the work of recording, checking and filing of the numerous reports filed by our Inspectors is carried on, and subsequent correspondence with railway companies involved with a view to having the defects remedied as promptly as possible in the interests of public safety and of employees engaged in train operation.

## LOCOMOTIVE BOILER EXTENSIONS OF TIME

During the year the Board's Mechanical Inspectors made 290 internal examinations of locomotives. Two hundred and eighty-three applications were granted the full period of time requested.

Upon examination, it was found that 5 locomotives were in such condition that the full extension requested could not be authorized, but extensions for shorter periods of time were allowed. In 2 cases the conditions were such that the extension could not be properly granted, and were refused. Five applications were withdrawn for various reasons.

Under General Order No. 473, Locomotive Boiler Inspection Order, 61,647 report forms of monthly and annual inspections, tests, etc., were filed by railway companies with the department during the year, covering 5,189 locomotives.

## INSPECTION OF STATIONARY BOILERS

This feature is dealt with under General Orders Nos. 330 and 416. During the year 680 boilers and appurtenances were inspected and reported upon, as well as the condition of the boiler-house. Defects on boilers reported were rectified. In addition, there were received 1,281 reports of monthly inspection of fire protective appliances on stationary boilers, under General Order No. 548.

## STATIONARY BOILER REPORTS

Pursuant to General Order No. 330, the stationary boiler Inspection Order, 4,153 report forms of semi-annual and annual inspections were filed during the year, covering 1,933 stationary boilers. The checking and recording of the above mentioned locomotive and stationary boiler reports, together with the necessary correspondence in connection therewith naturally creates an extensive line of work.

## INSPECTION OF PASSENGER EQUIPMENT: STATIONS, BUILDINGS AND PREMISES

This work comprises features of safety, cleanliness, lighting, accommodation, etc. A large number of matters have been brought to the attention of the proper officials with beneficial results.

## APPLICATIONS AND COMPLAINTS RE TRAIN AND STATION SERVICES: PROPOSED ABANDONMENT OF LINES: HIGHWAY CROSSING PROTECTION: STATION LOCATIONS: STATION AGENT: CAR SUPPLY, ETC.

The work under this heading covers a wide range of subjects and entails in many instances a considerable amount of inquiry and research. During the year all complaints and applications were inquired into and reported upon. This involved a large amount of detailed inquiry and study, due to the many and intricate services affected in all parts of the country, to provide services that would meet the varying situations as adequately as possible under existing conditions.

## RAILWAY FIRE PREVENTION

General Order No. 548 and Sections 280 and 281 of the Railway Act, 1919.

*Organization*

The work under the provisions and requirements of the above Order and Sections of the Railway Act during the past year has continued to be carried on with renewed vigor and the unanimous co-operation of the various forest protective organizations of the Dominion and Provincial Governments. During the season of 1936, the field organization comprised 187 officers and men assigned for this service by the various forest services co-operating in this work with the Board. These officers and men are appointed ex-officio officers of the Board and are authorized to make inspections and reports in connection with the local administration of General Order No. 548 and of the requirements prescribed therein. Their work in this connection all being in accordance with and under the direction of the Chief Operating Officer. Officers and men so appointed were distributed as follows:—

Nova Scotia, Department of Lands and Forests . . . . .	20
New Brunswick, Department of Lands and Mines, Forest Service . . . .	8
Quebec, Department of Lands and Forests, Forest Protection Service..	27
Ontario, Department of Lands and Forests, Forestry Branch.. . . .	56
Manitoba, Department of Mines and Natural Resources, Forest Service	5
Saskatchewan, Department of Natural Resources, Office of Director of Forests . . . . .	5
Alberta, Department of Lands and Mines, Office of the Director of Forestry . . . . .	14
British Columbia, Department of Lands, Forest Branch . . . . .	48
Dominion of Canada, Department of the Interior, National Parks ..	3
Yukon Territory, Royal Canadian Mounted Police . . . . .	1



In addition to the above field organization, ten officers were given similar appointments as Inspectors of Fire Protective Appliances on locomotives, distributed as follows:—

Nova Scotia, Department of Lands and Forests . . . . .	2
New Brunswick, Department of Lands and Mines, Forest Service . . . . .	3
Quebec, Department of Lands and Forests, Forest Protection Service . . . . .	2
British Columbia, Department of Lands and Forests, Forest Branch . . . . .	3
Total number Dominion and Provincial Inspectors . . . . .	197

During the fire season these officers inspected the fire protective appliances on 1,299 locomotives. In addition, fire protective appliances were inspected on 3,336 locomotives by the Board's permanent staff, making a combined total of 4,635 locomotives inspected in connection with railway fire prevention.

#### INSPECTIONS MADE BY PROVINCIAL INSPECTORS

Number of locomotive fire protective appliances inspected . . . . .	1,299
Number of locomotive fire protective appliances defective . . . . .	47
Percentage defective . . . . .	3.62

#### INSPECTIONS MADE BY BOARD'S INSPECTORS

Number of locomotive fire protective appliances inspected . . . . .	3,336
Number of locomotive fire protective appliances defective . . . . .	146
Percentage defective . . . . .	4.38

A special effort was made during the early Spring months to secure a widespread inspection by the Board's mechanical inspectors as to the maintenance of fire protective appliances on locomotives and other portable boilers. This work had a very marked and beneficial effect later in the fire season in holding to a minimum the number of fires attributed to locomotive sparks and fire escaping from ashpans, since in certain districts of the Dominion, particularly in Ontario and western Quebec temperatures in the month of July reached reported unprecedented heights resulting in extremely hazardous conditions prevailing.

#### RAILWAY FIRE PATROLS

Following the issuance of General Order No. 548 dated December 4, 1935, a complete revision and reissuance of all patrol letters addressed to the Managements of the various railways concerned was made. Statistics as to railway forested mileage upon which patrols are prescribed follow:—

Total miles of railway classified as being in forested territory for fire protection purposes . . . . .	14,030 miles
Special section patrols prescribed on . . . . .	6,303 miles
Special velocipede patrols prescribed on . . . . .	125 miles
Special power speeder patrols prescribed on . . . . .	1,260 miles
Total miles on which special patrol prescribed . . . . .	7,688 miles
Total special patrolmen (estimated) . . . . .	1,026 men
Average number of miles of track per patrolman . . . . .	7.49 miles
Total miles in forested territory on which no special patrol required, detection, reporting and extinguishing of fires being a part of the regular duties of the section forces and other employees . . . . .	6,342 miles

#### FIRE HAZARD AND WEATHER CONDITIONS

A review of the results obtained during the past fire season with respect to the prevention, reporting, control and extinguishing of railway caused fires in forested territory is most satisfactory. In the southern portion of the province of Alberta, in the provinces of Saskatchewan, Manitoba, Ontario, and in the extreme western portion of the province of Quebec exceptionally hot dry weather



with low precipitation was experienced, particularly in the province of Ontario, where during the month of July, some of the highest temperatures ever recorded in that province were reported. It will therefore be understood that in these provinces and portions of provinces the fire hazard at times was abnormally high and fires exceptionally dangerous. Only the close co-operation that existed between railway officials, employees, officers and local field officers of the Board's Operating Department, prevented what might have been a most disastrous fire season. I would like to take this opportunity of recording the splendid spirit of co-operation which exists between officers of the various Provincial Governments, the railways and this department in all matters pertaining to railway fire prevention. Climatic conditions in the provinces of Nova Scotia, New Brunswick and eastern Quebec and in the province of British Columbia were such that the fire hazard was below normal and very few fires were reported.

#### FIRE STATISTICS

Of the total railway mileage subject to the Board's jurisdiction, 14,030 miles are classified as traversing forested territory. During the fire season of 1936, railways are reported as having caused 160 fires in such territory. These fires burned over a total of 1,368 acres, with forest and other property loss valued at \$843. Of this area, 489 acres were young forest growth, 140 acres merchantable timber, and 514 acres slashing or old burn not restocking, while 225 acres were non-forest land. The area of forest land burned over was thus 1,143 acres, or 83.55 per cent of the total. The valuation of young forest growth and standing timber destroyed is \$460 or 54.57 per cent of the total damage; forest products consisting of poles, ties and cordwood to the value of \$5 or .59 per cent, and improved property in some form, valued at \$378 or 44.84 per cent of the total, were also destroyed. Of the 160 fires attributed to the railways, 37.50 per cent were incipient, 47.50 per cent covered between one-fourth and ten acres each, while 15 per cent attained a size over ten acres each.

In addition to the foregoing, there were reported 38 fires originating and burning in ties in the track, not spreading or causing damage other than to track ties.

Detail statistics by railways and provinces are shown in the accompanying statements, Nos. 24, 25, 26, and 27, showing the distribution of fires attributed to railways, as between locomotives and employees. The former includes fires attributed to stacks or ash pans of locomotives or other portable boilers.

The employee fires were mostly cases where fires escaped from section forces burning right of way or old ties. Fires attributed to locomotives comprise 76.25 per cent of the total number of railway fires, and these burned 62.35 per cent of the total area, causing 68.56 per cent of the estimated total loss in money value of forest and other property destroyed by railway fires. Employee fires account for 23.75 per cent of the number, 37.65 per cent of the area, and 31.44 per cent of the money value of damage done.

One hundred and eighteen fires, originating within 300 feet of track in forested territory are attributed to known causes other than the railway. Of these, 77 are charged to campers and travellers, 14 to settlers, and 27 to other known causes; 43 were incipient; 61 burned one-fourth acre to ten acres each, and 14 burned more than ten acres each. These fires burned over 1,301 acres of young forest growth, 2,010 acres of merchantable timber, 1,060 acres of slash or old burn not restocking and 820 acres of non-forest land, with total damage to forest and other property estimated at \$8,792.

Fires of unknown origin originating within 300 feet of track totalled 37, burning over 3,782 acres, with forest and other property loss valued at \$1,691. Of this, the forest valuation accounts for \$1,465.

Thus, all fires reported as having originated within 300 feet of railway lines in forested territory due to all causes, total 315, burning an area of 10,341 acres of forest and non-forest land, with total estimated damage of \$11,326.

Forest valuations given above are based upon stumpage values.

#### RIGHT OF WAY CLEARING

In accordance with the requirements of sections 280 and 281 of the Railway Act and of regulation 27 of General Order No. 548 the railways carried out considerable right of way clearing during the past season. Spring burning operations to remove inflammable vegetation from rights of way were extensively carried out on lines in British Columbia. A late wet Spring limited burning operations on lines in northern Alberta, while in Manitoba burning was completed on southern lines but only a partial burn was obtained in the north due to unfavourable weather. In the province of Ontario burning was delayed in some districts owing to a late spring but was completed in the majority of cases by the end of May. An extremely backward spring and wet weather in the provinces of Quebec, New Brunswick and Nova Scotia retarded, and in some cases prohibited burning operations.

During the past fire season special inspections and reports were made and submitted by officers and local field officers of the Board as to right of way conditions on 37 subdivisions covering a total of 2,221 miles.

During the season of 1936, the railways, in addition to the work of this nature performed by the regular section forces, in co-operation with the Department of Labour, Dominion Government, carried out a large amount of right of way clearing operations with special gangs recruited from the ranks of the unemployed who had heretofore been domiciled in labour camps throughout the country. This work will have beneficial results in greatly reducing the fire hazard on railway rights of way.

A grand total of 1,699.94 miles, both sides of track received attention being cleaned up in some respect, particulars of which follow:—

Railway	Brush cut miles both sides	Brush cut and debris piled miles both sides	Brush cut, debris piled and burned miles both sides	Weeded or cleared miles both sides
Northern Alberta.....	98.00	11.00	6.00	.....
Canadian Pacific (Eastern Lines).....	90.40	85.75	4.50	151.20
Canadian Pacific (Western Lines).....	76.60	60.10	.....	19.20
Canadian Pacific System totals.....	167.00	145.85	4.50	170.40
Canadian National (Atlantic Region).....	69.49	35.30	364.11	.....
Canadian National (Central Region).....	46.60	229.90	48.25	.....
Canadian National (Western Region).....	197.50	29.85	41.50	.....
Canadian National (System totals).....	313.59	295.05	453.86	.....
Quebec Central.....	.....	.....	34.69	.....
Grand totals.....	578.59	451.90	499.05	170.40

#### FIRE GUARD REQUIREMENTS

In accordance with regulation 26 of General Order No. 548, the Chief Operating Officer prescribed and issued to the managements of railways in the Prairie Provinces, a statement of the measures required to be taken by them with respect to the establishment and maintaining of fire guards. These requirements were issued under date of March 24, 1936.

In accordance with the Fire Guard Requirements 5,592.30 miles of fire-guards were constructed or maintained in uncultivated lands (fenced grazing and wild lands), in non-forested sections of the Prairie Provinces.

## FIREGUARDS, 1936

Railway	Mileage both sides of track to be accounted for, exclusive of approved exemptions	Fireguard mileage constructed or maintained during year	Per cent completion
Canadian Pacific Railway.....	3,737.50	3,437.70	91.98
Canadian National Railways.....	3,301.20	2,152.40	65.20
Northern Alberta Railways.....	20.70	2.20	10.63
Great Northern Railway.....	Line not in operation during 1936		
	7,059.40	5,592.30	79.22

For convenience, all detailed statements are indexed as follows:—

- Statement Number One: Number of passengers, employees and others killed and injured on railways.
- Statement Number Two: Comparative statement of killed and injured on railways for years 1935 and 1936.
- Statement Number Three: Passengers, employees and others killed and injured, showing nature of accidents.
- Statement Number Four: Character of accidents and number killed and injured on railways.
- Statement Number Five: Comparative statement of classes of accidents for years 1935 and 1936.
- Statement Number Six: Comparative totals by railways of killed and injured for years 1935 and 1936.
- Statement Number Seven: Collisions involving personal injury.
- Statement Number Eight: Derailments involving personal injury.
- Statement Number Nine: Comparative number of killed and injured on railways for ten years ended December 31, 1936.
- Statement Number Ten: Number of trespassers killed and injured.
- Statement Number Eleven: Showing more prominent accidents on railways for five-year period.
- Statement Number Twelve: Protection provided at highway crossings during 1936.
- Statement Number Thirteen: Nature of highway crossing protection completed in each province during 1936.
- Statement Number Fourteen: Number of accidents, killed and injured, in each province during 1936.
- Statement Number Fifteen: Comparative statement for six years of crossing accidents, with particulars of protection or non-protection in effect.
- Statement Number Sixteen: Summary of highway crossing accidents for six-year period ended December 31, 1936.
- Statement Number Seventeen: Crossing accidents separating motors, vehicles and others, six-year period.
- Statement Number Eighteen: Locations of highway crossing accidents.
- Statement Number Nineteen: Contributory factors in highway crossing accidents.
- Statement Number Twenty: Graphic chart showing accidents, killed and injured, at highways crossings, six-year period.



Statement Number Twenty-one: Particulars of freight equipment inspected.

Statement Number Twenty-two: Defective safety appliances on freight cars.

Statement Number Twenty-three: Particulars of locomotives inspected.

Statement Number Twenty-four: Summary of fires in forest sections within 300 feet of railway.

Statement Number Twenty-five: Summary of fires of railway origin in forest sections.

Statement Number Twenty-six: Summary by provinces of fires reported.

Statement Number Twenty-seven: Comparative statement of fires, damages, etc., for years 1923 and 1936.

In order to accomplish the work of the Operating Department briefly outlined in the foregoing, it has necessitated the travelling of 360,888 miles.

Respectfully submitted,

C. C. STIBBARD,

*Chief Operating Officer.*

STATEMENT No 1.—Number of passengers, employees and others killed and injured on railways under the Board's jurisdiction for year ended December 31, 1936.

Name of Railway	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Canadian National.....	2	274	35	1,377	97	338	134	1,989
Canadian Pacific.....	1	133	42	537	139	169	182	839
Central Vermont.....				1		1		2
Lake Erie & Northern					1	3	1	3
Temiscouata.....		1				1		2
Montreal & Southern Counties.....					1		1	
Great Northern.....		3		1	1	6	1	10
Algoma Central & Hudson Bay.....			1	1			1	1
Northern Alberta.....					1	2	1	2
Midland Railway of Manitoba.....						1		1
Sydney & Louisburg.....						4		4
Dominion Atlantic.....		1			1		1	1
Thousand Islands.....				1				1
Hull Electric.....						1		1
British Columbia Electric.....		1				6		7
New York Central.....		5		1	1	2	1	8
Quebec Central.....		1		5	2	7	2	13
Niagara, St. Catharines & Toronto.....		3						3
Grand River.....				1		5		6
Napierville Junction.....		1		1		1		3
Michigan Central.....			1	8	4	5	5	13
Toronto, Hamilton & Buffalo.....		2		9	1	4	1	15
London & Port Stanley.....						8		8
Esquimalt & Nanaimo.....				3	1	2	1	5
Pere Marquette.....				4		21		25
Essex Terminal.....				1		1		2
Quebec Railway Light & Power.....				4				4
Vancouver Harbour Commission								
Terminal.....					1	3	1	3
Nipissing Central.....						1		1
	3	425	79	1,955	251	592	333	2,972



STATEMENT No. 2.—Comparative statement of killed and injured for years ended December 31, 1935, and December 31, 1936.

	Passengers		Employees		Others		Totals	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1936.....	3	425	79	1,955	251	592	333	2,972
1935.....	9	375	50	1,617	256	543	315	2,535
Increase.....		50	29	338		49	18	437
Decrease.....	6				5			

STATEMENT No. 3.—Number of passengers, employees and others killed and injured, and nature of accidents, for year ended December 31, 1936.

Character of Accidents	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Derailment.....		35	22	59	1	4	23	98
Collision, head-on.....		24	1	8			1	32
Collision, rear-end.....	1	37		14			1	51
Collision in yard.....		11	1	20		2	1	33
Collision with equipment standing foul.....				1				1
Collision with cars account of open switch.....		2	3	9		3	3	14
Public highway crossing protected by gates.....				5		1		6
Lightning flash signal.....					1		1	
Public highway crossing protected by bell.....					2	12	2	12
Bell and wigwag.....				4	12	22	12	26
Public highway crossing protected by watchman.....		1						1
Public highway crossing unprotected.....		1		30	98	291	98	322
Private crossing.....				3	4	15	4	18
Trespassing.....					122	161	122	161
Working on or about engine.....			1	226			1	226
Miscellaneous.....	2	41	3	245		13	5	299
Adjusting couplers, coupling and uncoupling.....			1	58			1	58
Run down by engine or car between stations.....				3	1	1	1	4
Accidents caused by hand-car, motor or velocipede.....			1	173		7	1	180
Hand-car, motor-car, velocipede, struck by train.....			7	16		2	7	18
Crawling between cars, over couplers.....				5				5
Passing between cars, between couplers.....			2	2	1		3	2
Struck by engine or cars on adjoining track.....			2	22			2	22
Struck by switch stand, water spout, mail crane, or other projection.....			1	31		2	1	33
Crushed between cars and buildings, lumber piles, platforms, etc.....				5		1		6
Getting on and off passenger train.....		76	1	12	1	7	2	95
Injured when taking coal or water.....				19				19
Rock-slides, or other obstructions on track.....		3		12				15
Rough coupling.....		6	2	87		9	2	102
Riding on pilot or footboard of engine.....			1	30		1	1	31
Obstructions, overhead and on ground.....				7		2		9

STATEMENT No. 3.—Number of passengers, employees and others killed and injured, and nature of accidents, for year ended December 31, 1936—*Conc.*

Character of Accident	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Falling off top of car.....			2	37	1		3	37
Falling between cars.....			2	7			2	7
Application and handling of air-brakes and stopping of trains....		11		100		14		125
Employees getting off train in motion.....		1	2	65	1		3	66
Employees boarding train in motion.....		1	1	57	1		2	58
Slipped on ice.....		7		67		1		75
Doors closing and other minor accidents in baggage cars and coaches.....		149		111		9		269
Electrocuted.....				1				1
Run down by engine or cars at stations or in yards.....		1	17	31	5	4	22	36
Passing too close around end of string of cars.....			1				1	
Caught by engine or car while throwing switch.....				1				1
Falling off side and end ladders of cars.....				42				42
While working hand brakes.....				53				53
Asphyxiated.....				1				1
Handling freight and baggage.....				64		4		68
Loading and unloading.....				71				71
Staking or poling cars.....				4				4
Work train equipment, coal chutes and water tanks.....			1	77			1	77
Cars moved while being loaded or unloaded.....				5		4		9
Car men working on or under cars on running track, when moved.....				2				2
Coupling and uncoupling hose.....		1	4	25			4	26
Turning angle-cock.....				27				27
Coach window falling.....		17		1				18
	3	425	79	1,955	251	592	333	2,972



D.A.R.		T.I.R.		H.E.R.		B.C.E.		N.Y.C.		Q.C.R.		N. St. C. & T.		G.R.R.		N.J.R.		M.C.R.		T.H. & B.	
K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
164	102																				
1	11																				
25	10																				
1																					
23	18																				
34	18																				
1																					
23	18																				
34	18																				
1																					
49	19																				
54	16																				
1																					
63	14																				
6	3																				
2																					
21	2																				
14	12																				
11	6																				
134	1,989	182	839	2	1	3		2	1			1	10	1	1	1	2			1	4



STATEMENT No. 4.—Character of accidents and number of persons killed and injured on railways for year ended December 31, 1936—*Continued*

	D.A.R.		T.I.R.		H.E.R.		B.C.E.		N.Y.C.		Q.C.R.		N.St. C. & T.		G.R.R.		N.J.R.		M.C.R.		T.H. & B.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Passing between cars, between couplers.....																						
Struck by engine or cars on adjoining track.....																				2		
Struck by switch stand, water spout, mail crane, or other projection.....																				1		
Crushed between cars and building, lumber piles, platforms, etc.....																						
Getting on and off passenger train.....									2											1		
Injured when taking coal or water.....	1																					
Rocks—slides, or other obstructions on track.....																						
Rough coupling.....																						
Riding on pilot or footboard of engine.....																						
Obstructions, overhead and on ground.....											2											
Falling off top of car.....																						
Falling between cars.....																						
Application and handling of airbrakes and stopping of trains.....																						
Employees getting off train in motion.....									1													
Employees boarding train in motion.....				1																		
Slipped on ice.....																						
Doors closing and other minor accidents in baggage cars and coaches.....									1													
Electrocuted.....																	1					
Run down by engine or cars at stations or in yards.....																						
Passing too close around end of string of cars.....																1						
Caught by engine or car while throwing switch.....																						
Falling off side and end ladders of cars.....																						
While working hand brakes.....																						
Asphyxiated.....																						
Handling freight and baggage.....																						
Loading and unloading O.C.S. material.....																						
Staking or piling cars.....																						
Work train equipment, coal chutes and water tanks.....																						
Cars moved while being loaded or unloaded.....																						
Car men working on or under cars on running track when moved.....																						
Coupling and uncoupling hose.....																						
Turning angle-cock.....																						
Coach window falling.....																						
	1	1		1		1			7	1	8	2	13	3		6		3	5	13	1	15

STATEMENT No. 4.—Character of accidents and number of persons killed and injured on railways for year ended December 31, 1936.—*Continued*

[illegible]

STATEMENT No. 4.—Character of accidents and number of persons killed and injured on railways for year ended December 31, 1936.—*Concluded*

	L. & P.S.		E. & N.		P.M.R.		E.T.R.		Q.R.L. & P.		V.H.C.T.		N.C.R.		Totals	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	Killed	Injured
Electrocuted.....															22	1
Run down by engine or cars at stations or in yards.....															1	36
Passing too close around end of string of cars.....															1	1
Caught by engine or car while throwing switch.....															42	53
Falling off side and end ladders of cars.....					1	1									1	68
While working hand brakes.....															71	4
Asphyxiated.....																77
Handling freight and baggage.....															1	9
Loading and unloading O.C.S. material.....															4	26
Staking or piling cars.....																27
Work train equipment, coal chutes and water tanks.....															18	18
Cars moved while being loaded or unloaded.....															1	77
Car men working on or under cars on running track when moved.....															4	26
Coupling and uncoupling hose.....																27
Turning angle-cock.....																18
Couch window falling.....																18
	8	1	5	25					4		1	3	1		333	2,972

STATEMENT No. 5.—Comparative statement in totals of killed and injured, by class of accident, for years ended December 31, 1935, and December 31, 1936.

	1935		1936		Increase		Decrease	
	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured
Derailment.....	6	86	23	98	17	12		
Collision head-on.....	1	35	1	32				3
Collision rear-end.....	1	6	1	51		45		
Collision in yard.....	1	26	1	33		7		
Collision with equipment standing foul.....				1		1		
Collision with cars account open switch.....		1	3	14	3	13		
Public highway crossing protected by gates.....	5	5		6		1	5	
Lightning flash signal.....	2	1	1				1	1
*Public highway crossing protected by bell.....	14	55	2	12			12	43
*Bell and wig-wag.....			12	26	12	26		
Public highway crossing protected by watchman.....	1	5		1			1	4
Public highway crossing unprotected.....	92	238	98	322	6	84		
Private crossing.....	5	16	4	18		2	1	
Trespassing.....	130	172	122	161			8	11
Working on or about engine.....	1	241	1	226				15
*Miscellaneous.....	2	796	5	299	3			497
Adjusting couplers, coupling and uncoupling.....	1	54	1	58		4		
Run down by engine or car between stations.....	5		1	4		4	4	
Accidents caused by hand-car, motor or velocipede.....	4	139	1	180		41	3	
Hand-car, motor-car, velocipede, struck by train.....	7	7	7	18		11		
Crawling under cars.....	1						1	
Crawling between cars, over couplers.....		7		5				2
Passing between cars, between couplers.....			3	2	3	2		
*Struck by engine or cars on adjoining track.....			2	22	2	22		
*Struck by switch stand, water spout, mail crane, or other projection.....		7	1	33	1	26		
Crushed between cars and buildings, lumber piles, platforms, etc.....		3		6		3		
*Getting on and off passenger train.....	7	11	2	95		84	5	
*Injured when taking coal or water.....		2		19		17		
*Rock-slides, or other obstructions on track.....		2		15		13		
*Rough coupling.....	1	12	2	102	1	90		
Riding on pilot or footboard of engine.....	2	21	1	31		10	1	
*Obstructions, overhead and on ground.....		11		9				2
Falling off top of car.....	1	24	3	37	2	13		
Falling between cars.....	1	6	2	7	1	1		
*Application and handling of airbrakes and stopping of trains.....	1	145		125			1	20
*Employees getting off train in motion.....	3	52	3	66		14		
*Employees boarding train in motion.....	3	51	2	58		7	1	
*Slipped on ice.....		2		75		73		
*Doors closing and other minor accidents in baggage cars and coaches.....				269		269		
Electrocuted.....				1		1		
Run down by engine or cars at stations or in yards.....	11	33	22	36	11	3		
Passing too close around end of string of cars.....		1	1		1			1
Caught in frog, guard rail or switch rod.....		1						1
Caught by engine or car while throwing switch.....				1		1		
Falling off side and end ladders of cars.....	2	27		42		15	2	
*While working hand brakes.....	2	57		53			2	4
Asphyxiated.....				1		1		
Handling freight and baggage.....	1	83		68			1	15
Loading and unloading O.C.S. material.....		59		71		12		
Staking or poling cars.....		1		4		3		
*Work train equipment, coal chutes and water tanks.....			1	77	1	77		
Cars moved while being loaded or unloaded.....		2		9		7		
Car men working on or under cars on running track when moved.....		1		2		1		
Coupling and uncoupling hose.....	1	23	4	26	3	3		
Turning angle-cock.....		8		27		19		
Coach window falling.....				18		18		
	315	2,535	333	2,972	67	1,056	49	619

	Killed	Injured
1935.....	315	2,535
1936.....	333	2,972
Increase.....	18	437

\* Change in classification.



STATEMENT No. 6.—Comparative statement in totals of killed and injured for years ended December 31, 1935, and December 31, 1936.

Railway	1935		1936		Increase		Decrease	
	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured
Canadian National.....	187	1,696	134	1,989	.....	293	53	.....
Canadian Pacific.....	103	719	182	839	79	120	.....	.....
Central Vermont.....	1	1	.....	2	.....	1	1	.....
Lake Erie & Northern.....	1	1	1	3	.....	2	.....	.....
Temiscouata.....	.....	1	.....	2	.....	1	.....	.....
Montreal & Southern Counties.....	.....	6	1	.....	1	.....	.....	6
Great Northern.....	1	5	1	10	.....	5	.....	.....
Algoma Central & Hudson Bay.....	.....	5	1	1	1	.....	.....	4
Northern Alberta.....	.....	4	1	2	1	.....	.....	2
Midland Railway of Manitoba.....	.....	1	.....	1	.....	.....	.....	.....
Sydney & Louisburg.....	1	.....	.....	4	.....	4	1	.....
Dominion Atlantic.....	4	3	1	1	.....	.....	3	2
Thousand Island.....	.....	.....	.....	1	.....	1	.....	.....
Hull Electric.....	.....	2	.....	1	.....	.....	.....	1
British Columbia Electric.....	2	20	.....	7	.....	.....	2	13
New York Central.....	.....	11	1	8	1	.....	.....	3
Quebec Central.....	.....	11	2	13	2	2	.....	.....
Niagara, St. Catharines & Toronto.....	2	7	.....	3	.....	.....	2	4
Grand River.....	.....	6	.....	6	.....	.....	.....	.....
Napierville Junction.....	.....	1	.....	3	.....	2	.....	.....
Michigan Central.....	7	13	5	13	.....	.....	2	.....
Toronto, Hamilton & Buffalo.....	.....	4	1	15	1	11	.....	.....
London & Port Stanley.....	2	2	.....	8	.....	6	2	.....
Esquimalt & Nanaimo.....	.....	2	1	5	1	3	.....	.....
Pere Marquette.....	3	11	.....	25	.....	14	3	.....
Essex Terminal.....	1	1	.....	2	.....	1	1	.....
Quebec Railway Light & Power.....	.....	.....	.....	4	.....	4	.....	.....
Vancouver Harbour Commissioners' Terminal.....	.....	2	1	3	1	1	.....	.....
Nipissing Central.....	.....	.....	.....	1	.....	1	.....	.....
	315	2,535	333	2,972	88	472	70	35

	Killed	Injured
1935.....	315	2,535
1936.....	333	2,972
Increase.....	18	437

## STATEMENT No. 7.—Collisions involving personal injury during the year ended December 31, 1936.

ODX File	Date	Railway	Place	Killed	Injured
64056	Dec. 31-35	C.N.R.....	Transcona Yard, Manitoba.....		1
64185	Jan. 23-36	C.N.R.....	Clinton, Ont.....		3
64223	Jan. 23	C.N.R.....	Ste. Anne, Que.....	1	6
64229	Jan. 25	C.N.R.....	St. Pacome, Que.....		36
64267	Jan. 22	C.N.R.....	London, Ont.....		1
64247	Jan. 31	C.N.R.....	Saskatoon, S/D. Sask., Mileage 1.....		1
64293	Feb. 5	C.N.R.....	St. Germain, Que.....		3
64320	Feb. 15	C.N.R.....	Capreol, Ont.....	1	5
64450	Feb. 17	C.N.R.....	Ashcroft, B.C.....		1
64565	Feb. 27	C.N.R.....	Niagara Falls, Ont.....		2
64636	Mar. 19	C.N.R.....	Acton, Ont.....		1
64772	Feb. 25	C.N.R.....	Rimouski S/D., Que. Mileage 82-08.....		3
64790	Apr. 13	C.N.R.....	Shawinigan Falls, Que.....		9
65005	May 19	C.N.R.....	Montreal Terminals, Que.....		22
65255	June 22	C.N.R.....	Guelph, Ont.....		2
65656	Aug. 1	C.N.R.....	Staunton, Allenwater S/D. Ont.....		8
65740	Aug. 11	C.N.R.....	Wabamun S/D. Wildwood Passing Track, Alta.....		7
66053	Sept. 16	C.N.R.....	Novar, Huntsville S/D. Mileage 43-4, Ont.....	3	
66102	Sept. 21	C.N.R.....	Couture Siding, Matapedia S/D., Mileage 102-07, Que.....		5
66605	Nov. 21	C.N.R.....	Cowichan S/D. Mileage 34, B.C.....		1
66709	Dec. 5	C.N.R.....	Niagara Falls, Ont.....		1
64039	Dec. 24/35	C.P.R.....	Toronto Terminals, Ont.....		1
64147	Jan. 17-36	C.P.R.....	Montreal Terminals, Que.....		2
64479	Feb. 26	C.P.R.....	Windsor Yard, Ont.....	1	
64480	Feb. 28	C.P.R.....	Britt, Ont.....		2
64815	Apr. 18	C.P.R.....	Moosehead S/D. Que.....		1
65427	July 9	C.P.R.....	Calgary Yard, Alta.....		1
65730	Aug. 9	C.P.R.....	Lake Louise, Laggan S/D. Alta.....		2
65940	Aug. 30	N.S. & T...	Stamford Town Line, about Mileage 7 from St. Catharines, 200 ft. east of Thorold, Ont.....		3
Totals.....				6	131

## STATEMENT No. 8.—Derailments involving personal injury during the year ended December 31, 1936.

ODX File	Date	Railway	Place	Killed	Injured
64043	Jan. 1	C.N.R.	St. Quentin S/D., N.B., Mileage 88-5.....		5
64033	Jan. 2	C.N.R.	Gravelbourg S/D., Sask., Mileage 87.....		3
64265	Feb. 3	C.N.R.	Tignish, P.E.I.....		2
64345	Feb. 7	C.N.R.	Aurora, Ont.....		2
64583	Mar. 10	C.N.R.	Tisdale S/D., Sask., Mileage 87.....		1
64602	Mar. 14	C.N.R.	Mosborough, Ont.....		7
64833	Apr. 14	C.N.R.	Clearwater S/D., B.C., Mileage 48-2.....		2
64835	Apr. 17	C.N.R.	Clearwater S/D., B.C., Mileage 9-1.....		3
64822	Apr. 20	C.N.R.	Sudbury S/D. near Porlock, Ont., Mileage 85.....		2
64850	Apr. 21	C.N.R.	Albreda S/D., B.C., Mileage 34.....		1
64888	Apr. 30	C.N.R.	Uptergrove, East of Midland S/D., Mileage 36-11.....		1
65134	June 4	C.N.R.	Nashwaak S/D., N.B., Mileage 103-5.....	1	1
65190	June 8	C.N.R.	Eastwood, Ont.....		1
65180	June 10	C.N.R.	Tweed; Diamond on C.P.R. Crossing, Ont.....		1
65320	June 30	C.N.R.	Three Hills S/D., Alberta, Mileage 40-5.....		1
65382	July 2	C.N.R.	Kamloops Junction Yard, B.C.....		1
65562	July 28	C.N.R.	South Durham, Que.....	1	5
65638	Aug. 5	C.N.R.	Burke Falls, Ont., M. 59-2, Huntsville S/D.....		1
65749	Aug. 15	C.N.R.	Youbou Mill Track, Cowichan S./D, B.C.....		1
65778	Aug. 15	C.N.R.	Sprague Yard, Sprague S/D., Manitoba.....		1
66089	Sept. 18	C.N.R.	Fisher Branch, Inwood S/D., Manitoba.....		2
66100	Sept. 19	C.N.R.	Yarmouth S/D., 8 poles west of Mileage 8, Nova Scotia.....		10
66135	Sept. 20	C.N.R.	Moncton, Sussex S/D., West End Interlocking, New Brunswick.....		2
66276	Oct. 8	C.N.R.	Coaticook, Quebec.....		1
66368	Oct. 21	C.N.R.	Elrose S/D., Mileage 38, Saskatchewan.....	2	1
66377	Oct. 21	C.N.R.	Oskelaneo S/D., Mileage 27, Quebec.....		3
66627	Nov. 26	C.N.R.	Winnipeg, Manitoba, Union Station.....		1
66890	Dec. 31	C.N.R.	St. Mary's Junction, 1 mile east, Ont.....		2
64459	Feb. 24	C.P.R.	Chatsworth, Ont., 3-1 miles south of.....		5
64525	Feb. 29	C.P.R.	Mountain S/D., B.C., Mileage 109.....		1
64542	Mar. 2	C.P.R.	Mountain S/D., B.C., Mileage 100-4.....	16	6
64579	Mar. 9	C.P.R.	Between Three Valley and Taft, B.C.....		1
64915	May 2	C.P.R.	Just West of Redvers, 2 poles west of Mileage 61, Sask.....	1	1
65259	June 11	C.P.R.	Just outside of Yard limit Board, Waltham S/D., Waltham, Que.....		1
65736	Aug. 15	C.P.R.	Stinson Station, 10 poles west of Mileage 61 Cartier S/D., 1-8 miles east of, Ontario.....		2
66088	Sept. 20	C.P.R.	Between Beasley and Bonnington, B.C., Mileage 8-94, Boundary S/D.....		9
66395	Oct. 24	C.P.R.	Seovil, Ont.....	2	2
65176	June 4	Q.C.R.	Mileage 18-9, Quebec S/D. (2 miles N. of East Angus Sta.), Que.....		2
66524	Nov. 10	Q.R.L. & P.	L'Ange Gardien, Quebec.....		4
Totals.....				23	98

## STATEMENT No. 9.—Total number of persons killed and injured on railways for the ten years ended December 31, 1936.

Year	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1927	13	382	101	2,051	239	658	353	3,091
1928	18	301	109	2,171	318	721	445	3,193
1929	16	349	105	1,891	305	714	426	2,954
1930	17	308	95	1,462	313	742	425	2,512
1931	9	426	51	1,531	257	723	317	2,680
1932	5	231	53	1,258	230	543	288	2,032
1933	5	244	44	1,272	207	521	256	2,037
1934	17	315	53	1,542	227	491	297	2,348
1935	9	375	50	1,617	256	543	315	2,535
1936	3	425	79	1,955	251	592	333	2,972
	112	3,356	740	16,750	2,603	6,248	3,455	26,354

STATEMENT No. 10.—Number of trespassers killed and injured, by provinces and railways, for year ended December 31, 1936.

	Prince Edward Island		Nova Scotia		New Brunswick		Quebec		Ontario		Manitoba		Saskatchewan		Alberta		British Columbia		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Canadian National.....	1	6	10		4	5	10	20	20	40	4	4	6	10	4	3	4	7	58	100
Canadian Pacific.....					1	3	6	9	23	15			5				8	10	57	50
Temiscouata.....								1												1
Great Northern.....																	1		1	
Northern Alberta.....																			1	
Sydney & Louisburg.....			4												1	2			1	2
Dominion Atlantic.....			1																1	4
New York Central.....							1												1	
Quebec Central.....								1											1	
Toronto, Hamilton & Buffalo.....																				1
London & Port Stanley.....								1											1	
Esquimalt & Nanaimo.....									1											1
Pere Marquette.....									1								1	1	1	1
Vancouver Harbour Commissioners' Terminal.....																	1		1	1
	1	7	14	5	8	17	31	44	57	9	11	14	15	11	6	15	18	122	161	

STATEMENT No. 11.—Number of persons killed and injured in the more prominent accidents on the various railways, under the jurisdiction of the Board, shown separately for years ended December 31, 1932, 1933, 1934, 1935, and 1936.

	1932		1933		1934		1935		1936		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Derailment.....	4	48	6	62	10	66	6	86	23	98	49	360
Collision, head-on.....		14				32	1	35	1	32	2	113
Collision in yard.....	1	19	3	25		20	1	26	1	33	6	123
Collision, rear-end.....	5	21	4	8	17	58	1	6	1	51	28	144
Collision with cars account open switch.....						1		1	3	14	3	16
Collision at level diamond crossing.....				5								5
Highway crossing protected.....	33	36	16	48	17	47	22	66	15	45	103	242
Highway crossings unprotected.....	63	257	59	240	64	215	92	238	98	322	376	1,272
Adjusting couplers, coupling and uncoupling.....	3	53	1	62	4	44	1	54	1	58	10	271
Trespassing.....	125	191	118	175	126	158	130	172	122	161	621	857
Hand-car, motor-car, velocipede, struck by train.....	4	11	7	5	4	17	7	7	7	18	29	58
Struck by switch stand, water spout, mail crane, or other projection.....		7		17		19		7	1	33	1	83
Crushed between cars and buildings, lumber piles, platforms, etc.....	1	10		11	3	10		3		6	4	40
Getting on and off passenger train.....	1	6		6	1	7	7	11	2	95	11	125
Falling off top of car.....	2	17	2	15	1	19	1	24	3	37	9	112
Falling between cars.....	2	6	3	4		6	1	6	2	7	8	29
Employees getting off train in motion.....	5	59	5	55	5	58	3	52	3	66	21	290
Employees boarding train in motion.....	5	42	2	49	2	50	3	51	2	58	14	250
Run down by engine or cars at stations or in yards.....	11	37	14	34	15	35	11	33	22	36	73	175
Explosion of locomotive boiler.....	6	5									6	5
	271	839	240	821	269	862	287	878	307	1,170	1,374	4,570



STATEMENT No. 12—Statement showing highway crossings at which protection provided, and the nature of protection, during the period of twelve months ended December 31, 1936.

File No.	Order No.	Location of Crossing	Railway	Conditions at Crossing and Improvements effected	Date of Improvement
27467-134 9437-931	52695 52698	Maymont, Sask., Mile 118-7, Langham Subdv. Niagara Falls, Ont., Clifton Hill	C.N.R. M.C.R.	Speed limitation of 10 miles per hour. Double bells and wigwags in lieu of lightning flash signals.	Jan. 2, 1936
26782-242 26711-571 27401-20 27401-70 27401-71 27401-72 27401-73 27401-74	52675 52677 52678 52679 52680 52681 52682	Iberville, P.Q., Ninth Ave. New Sarum Shelter, Ont. 1st crossing East of Bayard Station, N.B. (near) Mile 22, St. John Subdv. Florenceville, N.B., Mile 72-80, Shogomoc Subdv. Peel, N.B., Mile 68-06, Shogomoc Subdv. South Bay, N.B., Mile 3-79, St. John Subdv. Bath, N.B., Mile 79-79, Shogomoc Subdv. Perth, N.B., 3 miles below, Mile 97-23, Shogomoc Subdv.	C.N.R. C.N.R. C.P.R. C.P.R. C.P.R. C.P.R. C.P.R.	Crossing sign relettered. Trees and underbrush trimmed. Bell and wigwag (formerly unprotected). " " " " " " " " " "	May 15, 1936 Jan. 14, 1936 Jan. 15, 1936 July 1, 1936 June 16, 1936 May 22, 1936 April 18, 1936 July 1, 1936 July 16, 1936
27401-75 33550-54 26727-583 33229-95 27608-3	52687 52703 52716 52726	Kilburn, N.B., Mile 92-69, Shogomoc Subdv. Portage, P.E.I., Foxley River Road. Glen Station, Ont., crossing Durham Road Newcastle, N.B., Williamson's Crossing. Edmonton, Alta., 115th Ave.	C.P.R. C.N.R. C.P.R. C.N.R.	Bell and wigwag Bushes cut down Slow Order 10 miles per hour on westbound trains. Old crossing sign replaced by new one. Double bells and wigwags (formerly watchman service during Exhibition periods).	June 8, 1936 Jan. 22, 1936 Jan. 24, 1936 Jan. 29, 1936
26782-242 26711-407 33410-1 33681-39	52728 52756 52761 52763	Iberville, Que., Ninth Ave. Trenton, Ont., Highway No. 33. Stouffville, Ont., crossing 50 yds. west of Restigouche River Bridge, N.B., crossing west of, Mile 12-40, Matapeidia Subdv.	C.N.R. C.N.R. C.N.R. C.N.R.	Slow Order of 10 miles per hour. Slow Order of 10 miles per hour. Slow Order of 10 miles per hour. Relocation of electric bell.	Jan. 27, 1936 Jan. 27, 1936 Feb. 6, 1936 Feb. 7, 1936 Feb. 10, 1936
9188-133 26765-83	52798	Sudbury, Ont., Melvin Ave. Port Hope, Ont., Walton St.	C.N.R. C.N.R.	Advance warning signs installed. Protection by watchman between the hours of 8.30 a.m., and 4.30 p.m., daily ex. Sunday; provided switching movements be restricted to the lower yard, without movements over either Ontario or Walton Sts. until 8.30 a.m.	Feb. 12, 1936
9437-552	52802	London, Ont., Egerton Street.	C.N.R.	(a) Thorndale Subdv., St. Mary's Branch, speed limitations of 10 miles per hour, and all switching movements and engine movements over the crossing to be flagged by member of crew. (b) Main line group of tracks to be protected by watchmen. (c) Group of tracks at south side, known as Race Course Yard tracks, speed limitation of 10 miles per hour, and all engines without trains and all switching movements over crossing to be flagged by member of crew.	Feb. 24, 1936
					Feb. 22, 1936

Station	Location	Signal	Remarks	Date
27401-31	Fairville, N.B., crossing 1 mile east of.....	C. P. R.	Slow Order of 10 miles per hour; and movements to be flagged over crossing.....	Feb. 27, 1936
33229-91	Astle, N.B., Mile 67-87, Nashwaak Subdv.	C. N. R.	Sight Lines established	Feb. 28, 1936
26711-540	London, Ont., Mile 118-34, Thorndale Subdv.	C. N. R.	Sight Lines improved; and speed limitation on westbound trains.....	Mar. 5, 1936
9437-554	Peterborough, Ont., Keene Road.....	C. N. R.	Speed limit on westbound trains.....	Mar. 10, 1936
33229-94	Stanley, N.B., Mile 85-01, Chipman Subdv.	C. N. R.	Sight Lines established	Mar. 19, 1936
26782-204	Sergeite, West of village of Bic; Mile 30-53 Rimouski Subdv.	C. N. R.	Bonding of bell extended.	April 4, 1936
27218-18	Hopewell Stat., N.B., 2nd crossing south of.....	C. N. R.	Bell and wigwag (formerly old type bell).....	July 1, 1936
27318-17	Maple Grove crossing, Ont., Prov'l Highway No. 24.....	I. E. & N.	Bell and wigwag (formerly unprotected).....	June 2, 1936
9437-1297	Niagara Falls, Ont., Simcoe St. and Ontario Ave.	M. C. R.	Double bells and wigwags (formerly lightning flash signals).....	May 22, 1936
26842-39	Township of Windham, Ont., 2½ miles West of Watford.	M. C. R.	"	June 11, 1936
26842-100	Attercliffe, Ont., crossing 2-73 miles east of.....	M. C. R.	"	June 2, 1936
26842-13	Montrose, Ont., Stanley Street.....	M. C. R.	"	May 27, 1936
26842-129	Attercliffe, Ont., crossing McLaughlin Road.....	M. C. R.	"	June 5, 1936
26842-99	Attercliffe, Ont., Young St., 1-99 miles east of station.	M. C. R.	"	June 3, 1936
26842-126	Daring Road, 1-96 miles east of Canfield.....	M. C. R.	"	June 9, 1936
26842-97	Attercliffe, Ont., Robinson Road.....	M. C. R.	"	June 6, 1936
26842-98	Fraser, Ont., Town Line Road.....	M. C. R.	"	May 28, 1936
9437-1024	Niagara Falls, Ont., Huron and Erie Sts.....	M. C. R.	Double bells and wigwags (formerly lightning flash signals).....	May 19, 1936
26842-96	Niagara Falls, Ont., Morrison St.....	M. C. R.	"	May 20, 1936
9437-1307	Niagara Falls, Ont., Eastwood Ave.....	M. C. R.	"	May 26, 1936
9437-630	Townsend Station, Ont., Town Line Road.....	M. C. R.	"	June 10, 1936
9437-482	Attercliffe, Ont., Moote Road, 1-39 miles west of.....	M. C. R.	"	June 8, 1936
26842-27	Stevensville, Ont., east of (Clemens Haugh Rd.).....	M. C. R.	"	June 1, 1936
26842-33	Hawtry Road, Ont., crossing just west of station at Hawtry.	M. C. R.	"	June 13, 1936
26842-135	Windham, Ont., crossing at side road, 0-11 mile west of station.	M. C. R.	"	June 12, 1936
9437-142	Attercliffe, Ont., Diltz road.....	M. C. R.	"	June 4, 1936
26842-19	Welland, Ont., Lincoln Road, 1-73 miles east of.....	M. C. R.	"	May 29, 1936
26842-102	Ridgectown, Ont., 1-05 miles crossing east of station (Thamesville Road).	M. C. R.	"	July 15, 1936
26842-62	Ridgectown, Ont., crossing 1-26 miles west of station, Soane Road.	M. C. R.	"	July 13, 1936
9437-130	Essex, Ont., Thomas St.....	M. C. R.	"	July 3, 1936
26842-130	Cornell, Ont., Middle Town Line Road.....	M. C. R.	"	July 16, 1936
26842-41	Essex, Ont., Town Line Road.....	M. C. R.	"	July 6, 1936
26842-69	Tilbury, Ont., Concession Road (5th).....	M. C. R.	"	July 8, 1936
9437-138	Ridgectown, Ont., Town Line Road.....	M. C. R.	"	July 14, 1936
9437-537	Woodslee, Ont., Malden Rd.....	M. C. R.	"	July 7, 1936
26842-128	Tilbury, Ont., Trudell side road.....	M. C. R.	"	July 9, 1936
9437-600	St. Thomas, Ont., Southwick St.....	M. C. R.	Bell and wigwag (formerly old type bell).....	July 16, 1936

STATEMENT No. 12 Statement showing highway crossings at which protection provided, and the nature of protection, during the period of twelve months ended December 31, 1936.—*Concluded*

File No.	Order No.	Location of Crossing	Railway	Conditions at Crossing and Improvements effected	Date of Improvement
26842-132	53076	Pelton, Ont., Concession Road.	M.C.R.	Double bells and wigwags (formerly lightning flash signals).	July 2, 1936
27156-89	52991	Maskinonge, Que., mi. 58-39 Trois-Rivieres S/D.	C.P.R.	Length of operating circuits of bell and wigwag extended.	April 4, 1936
9437-837	53049	Lynden, Ont., 1st crossing east of.	C.N.R.	Operating circuits of bells and wigwags extended.	April 30, 1936
27218	52784	Halifax, N.S., Dutch Village Road.	C.N.R.	Bell and wigwag (formerly unprotected).	July 1, 1936
30051-21	53014	Vancouver, B.C., 8th Ave.	B.C.E.	Speed limit of 10 miles per hour on northbound trains.	April 17, 1936
26842-76	53065	Canfield, Ont., crossing 1 mile west of; King's Highway No. 3.	C.N.R.	Bell and wigwag (formerly unprotected).	June 29, 1936
618-79	52984	Red Deer, Alta., crossing mi. 93-1, Red Deer Subdv.	C.P.R.	Bell and wigwag (formerly unprotected).	July 8, 1936
26744-98		Osprey, Man., 1st crossing east of.	C.N.R.	Approaches brought up to standard.	May 5, 1936
26711-577		St. Marys, Ont., James St. crossing.	C.N.R.	Advance warning signs installed; snow fence relocated.	May 6, 1936
26727-225		Komoka, Ont., crossing mi. 10-52, Windsor S/D.	C.P.R.	Trimming trees and shrubs.	May 23, 1936
26711-576		Paris, Ont., crossing 3 miles east of (Armstrong's).	C.N.R.	Advance warning signs installed.	May 11, 1936
26727-36	53067	Woodstock, Ont., Dundas St.	C.P.R.	Westbound operating circuit of bell and wigwag shortened.	May 7, 1936
26765-1	53100	Iroquois, Ont., Victoria St.	C.N.R.	Approaches modified in accordance with Board's standard Regulations.	June 1, 1936
26711-554	53103	Sarnia, Ont., Vidal St.	C.N.R.	Bell and wigwag (formerly unprotected).	July 12, 1936
36785		Souris, P.E.I., "Oil Tanks" crossing.	C.N.R.	Obstructions to view removed.	June 12, 1936
26283		Port Garry, Man., Clarence Ave. crossing.	C.N.R.	Advance warning signs installed.	June 25, 1936
9437-964		Hanover, Ont., County Line crossing.	C.N.R.	Advance warning signs installed.	June 25, 1936
26765-272	53299	Tottenham Station, Ont., 2nd crossing north of	C.N.R.	Whistle post installed.	June 2, 1936
26765-174		Chatham, Ont., Lacroix St.	C.N.R.	Cars to be kept back 300 ft. from crossing. Movements on sidings to be protected by flagman.	July 16, 1936
3701-62	53306	Oshawa, Ont., Ritson Rd.	C.P.R.	Length of operating circuit of bell and wigwag shortened.	July 21, 1936
18402-46	53371	Callendar, Ont., Dafoe Hospital Rd., Tp. of Ferris.	C.N.R.	Bell and wigwag (formerly unprotected).	Aug. 4, 1936
26727-388	53337	Pakenham, Ont., Jeanie St.	C.P.R.	Approach to crossing modified on south side.	Aug. 4, 1936
26727-394		Beeton, Ont., crossing south of station.	C.P.R.	Bushes and trees cut; advance warning signs installed.	Aug. 8, 1936
26711-584	52957	Lindsay, Ont., Angeline St.	C.N.R.	Advance warning signs relocated north of crossing.	Aug. 10, 1936
26782-218		Laprairie, Que., St. Johns Highway., mi. 14-5, Rouse's Point S/D.	C.N.R.	Double bells and wigwags (formerly unprotected).	Aug. 11, 1936
26727-389	52940	Kenilworth, Ont., crossing 2-7 miles west of	C.P.R.	Brush removed.	Aug. 13, 1936
26529-2		Sumbury, B.C.	C.N.R.	Brush removed.	Aug. 18, 1936
39955	53379	Riviere a Pierre, Que., crossing at entrance to station.	C.N.R.	Cars to be kept back 100 ft. south side of crossing.	Aug. 18, 1936
9437-272	53369	Locust Hill, Ont., Concession Road	C.P.R.	Speed restriction of 5 miles per hour.	Aug. 18, 1936
9437-723	53370	Vernhoe, Ont., Crookston Road	C.P.R.	Ring circuits of crossing bell lengthened.	Aug. 18, 1936
9437-856	53371	Claremont, Ont., Side road.	C.P.R.	Westbound ringing circuit of crossing bell lengthened. Ringing circuits of crossing bell lengthened.	Aug. 18, 1936



53372	Glen Major, Ont., Side road	C.P.R.	Aug. 18, 1936
53373	Havelock, Ont., Concession road	C.P.R.	Aug. 18, 1936
53374	Mountain Grove, Ont., Godfrey Rd.	C.P.R.	Aug. 18, 1936
53384	Kalar, Ont., mileage 46-3 Havelock S/D	C.P.R.	Aug. 22, 1936
53387	Near Roche Perce, Sask., Highway No. 39, Twp. 1	C.P.R.	Aug. 31, 1936
	Sudbury, Ont., Riverside St.	C.P.R.	Sept. 5, 1936
53238	St. Florence, Que., crossing at west end of Bridge	C.N.R.	Sept. 14, 1936
53214	Caledonia, Ont., crossing east of station; Argyle St.	C.N.R.	Sept. 15, 1936
	Ribstone, Alta., crossing 450 ft. west of station	C.N.R.	Sept. 18, 1936
53405	Peterborough, Ont., Parkhill Road	C.N.R.	Sept. 24, 1936
40052	Moose Jaw, Sask., Caribou St.	C.N.R.	Sept. 25, 1936
52785	Spruce Grove, Alta., crossing 2-2 miles east of	C.N.R.	Sept. 29, 1936
	Pleasant Point Station, Ont., 1st crossing north of	C.P.R.	Oct. 1, 1936
53275	Callendar Station, Ont., Lansdowne St.	C.N.R.	Oct. 9, 1936
53477	Montreal, Que., Cadillac Street	C.N.R.	Oct. 15, 1936
	Prouty's crossing between Lennoxville and Water-	C.N.R.	Oct. 16, 1936
53319	ville, Que.	C.N.R.	Oct. 21, 1936
	Turbine Station, Ont., "Sudbury-Soo" Trunk Rd.	C.P.R.	Oct. 22, 1936
	Drummondville, Que., Convent St.	C.P.R.	Nov. 14, 1936
53334	Heights Station, Que., crossing just south of	N.Y.C.	Nov. 14, 1936
	Sarnia, Ont., crossing 4 mi. east of; mileage 166-60	C.N.R.	Nov. 14, 1936
	Forest S/D.		
	Hillcrest station, Alta., 2nd crossing west of	C.P.R.	Oct. 13, 1936
	Parry Sound, Ont., Forest St. crossing	C.N.R.	Dec. 1, 1936
53334	Islington, Ont., just west of; M. & 64 Galt S/D	C.P.R.	Nov. 3, 1936
53448	Wabamun S/D, mileage 128-67	C.N.R.	Dec. 9, 1936
	Belleville: 1st public crossing west of (Canmilton	C.N.R.	
	Rd.); mileage 220-3, Oshawa S/D		
53671	Kingston Rd., 2-1 miles west of Belleville, mileage	C.P.R.	Sept. 12, 1936
	94-40 Belleville S/D		
53447	Belleville, 1st crossing east of; mileage 90-05, Belle-	C.P.R.	Nov. 2, 1936
53664	ville S/D		Sept. 12, 1936
	Town line between Tps. of Amaranth and Mono,	C.P.R.	Nov. 2, 1936
53425	Ont., mileage 2-19 Owen Sound S/D		Sept. 12, 1936
52717	Woodstock, Ont., Wilson St.	C.P.R.	Dec. 17, 1936
	Woodstock, Ont., Norwich Ave.	C.N.R.	Dec. 1, 1936
52717	Peterborough, Ont., Keene Road	C.N.R.	Dec. 1, 1936
53685	Liverpool, N.S., Bristol St.	C.N.R.	Dec. 16, 1936
53714	Angus station, Ont., 1st public crossing north of	C.N.R.	Dec. 16, 1936
	mileage 10-4 Meaford S/D		Nov. 19, 1936
53478	Agincourt, Ont., 2-4 miles west of	C.P.R.	Dec. 30, 1936
52262-13	Leamington, Ont., Elliott Street	P.M.R.	June 25, 1936
72929-44	Charlo, N.B., crossing of Highway No. 11	C.N.R.	Sept. 24, 1936
52582	Charlo, N.B., crossing of Highway No. 11	C.N.R.	Sept. 24, 1936
52587	Jacquet River, N.B., crossing of Highway No. 11	C.N.R.	Sept. 24, 1936



STATEMENT No. 13—Statement showing the number of highway crossings at which protection has been completed, and the nature of protection, set out by Provinces, for the twelve months ended December 31, 1936.

	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Totals
Speed limitation sustained.....			1	2	7		2		1	13
Double bells and wigwag signals.....				2	36			1		39
Bell and wigwag signal.....		2	10	2	9			2		25
Addition of wigwag to existing bell.....					1					1
Approaches graded.....					3	1				4
Circuit of bell and wigwag changed to better advantage.....				2	11					13
Crossing bell re-located.....			1							1
Advance warning sign-re-located.....					1					1
Advance warning signs installed.....					6	1		1		8
Checker board sign installed.....					1					1
Removal of obstructions to view.....	2		2	1	10			1	1	17
Overhead crossing erected.....							1			1
Watchman placed at crossing.....					3					3
Movements to be flagged over crossing.....			1		1					2
Railway crossing sign repaired or replaced.....			1	1						2
Whistle post installed.....				1	1					2
Cars to be kept back required distance.....				1	1			1		3
Totals.....	2	2	16	12	91	2	3	6	2	136

STATEMENT No. 14.—Number of highway crossing accidents showing number of persons killed and injured, by provinces, for the year ended December 31, 1936

Railway	Prince Edward Island			Nova Scotia			New Brunswick			Quebec			Ontario			Manitoba			Saskatchewan			Alberta			British Columbia			Total		
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.			
Canadian National	1	1	...	7	9	...	8	3	15	26	3	45	61	19	92	10	...	17	11	7	15	6	1	10	1	...	131	34	204	
Canadian Pacific	...	...	...	...	...	...	4	...	4	11	30	22	31	23	27	7	4	9	4	4	10	10	9	12	2	...	71	72	90	
Essex Terminal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	
Grand River	...	...	...	...	...	...	...	...	...	...	...	...	2	...	3	...	...	...	...	...	...	...	...	...	...	...	2	...	3	
London and Port Stanley	...	...	...	...	...	...	...	...	...	...	...	...	3	7	...	...	...	...	...	...	...	...	...	...	...	...	3	...	7	
Central Vermont	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	
Lake Erie and Northern	...	...	...	...	...	...	...	...	...	...	...	...	2	1	3	...	...	...	...	...	...	...	...	...	...	...	2	...	3	
Michigan Central	...	...	...	...	...	...	...	...	...	...	...	...	5	4	4	...	...	...	...	...	...	...	...	...	...	...	5	4	4	
Montreal and Southern Counties (Que.)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	
Midland Railway of Manitoba	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
New York Central	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	1	1	...	...	...	...	...	...	...	...	...	1	...	...	
Nipissing Central	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	
Pere Marquette	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	
Quebec Central	...	...	...	...	...	...	...	...	...	...	...	...	9	...	20	...	...	...	...	...	...	...	...	...	...	...	9	...	20	
Toronto, Hamilton & Buffalo	...	...	...	...	...	...	...	...	...	...	...	...	2	1	2	...	...	...	...	...	...	...	...	...	...	...	2	1	...	
Great Northern	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	12	
Esquimalt and Nanaimo	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	6	
British Columbia Electric	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	1	
Vancouver Harbour Commissioners Terminal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	5	
	1	1	...	7	9	...	12	3	19	43	35	72	118	47	171	18	4	27	15	11	25	16	10	22	13	2	22	243	113	367

STATEMENT No. 15.—Particulars of all highway crossing accidents for six years with description of protection or non-protection in effect

Year	Province	Vehicle	Gates			Lightning Flash Signal			Bell			Bell and Wig-wag			Watchman			Unprotected			Totals		
			Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.
1931	Prince Edward Island	Motor																2	6				6
1931	Prince Edward Island	Other																					
		Total																2	6				6
1932	Prince Edward Island	Motor																					
1932	Prince Edward Island	Other																2					
		Total																2					
1933	Prince Edward Island	Motor																					
1933	Prince Edward Island	Other																					
		Total																					
1934	Prince Edward Island	Motor																3	1	3	3	1	3
1934	Prince Edward Island	Other																					
		Total																3	1	3	3	1	3
1935	Prince Edward Island	Motor																2	1	2	2	1	1
1935	Prince Edward Island	Other																2	1	2	2	1	1
		Total																1	2	1	2	1	2
1936	Prince Edward Island	Motor							1	1								1					
1936	Prince Edward Island	Other																					
		Total							1	1								1					
		Total for six-year period							1	1													
1931	Nova Scotia	Motor							1	1								8	3	12	9	4	12
1931	Nova Scotia	Other																14	6	12	14	6	12
		Total																1	1	1	1	1	1
1932	Nova Scotia	Motor							1	2	1							15	6	13	15	6	13
1932	Nova Scotia	Other																8	13	1	9	2	14
		Total							1	2	1							1	1	1	1	1	1
1933	Nova Scotia	Motor							1	2	1							9	14	10	2	15	
1933	Nova Scotia	Other							1	3	3							7	1	10	8	1	13
		Total							1	3	3							7	1	10	8	1	13

[illegible]



## STATEMENT No. 15—Continued

Year	Province	Vehicle	Gates		Lightning Flash Signal		Bell		Bell and Wig-wag		Watchman		Unprotected		Totals						
			Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.				
1933 1933	Quebec.	Motor.....																			
		Other.....	2	1	1			2	1	5				34	5	50	6	55			
1934 1934	Quebec.	Total.....	2	1	1			5	2	7				39	8	52	46	60			
		Motor.....	1		1			2		2				20	7	31	23	35			
1935 1935	Quebec.	Other.....	3	2	1			1	1				8	6	4	12	9	34			
		Total.....	4	2	2			3	1	2				28	13	35	35	39			
1936 1936	Quebec.	Motor.....	1		2			5	3	16				31	20	38	37	56			
		Other.....	2	2				1		1				3	1	2	6	3			
1937 1937	Quebec.	Total.....	3	2	2			6	3	17				34	21	40	43	59			
		Motor.....						1		1				37	35	65	38	66			
1938 1938	Quebec.	Other.....	1		1								4		5	5	6	6			
		Total.....	1		1			1		1				41	35	70	43	79			
Total for six-year period.....																					
1931 1931	Ontario.	Motor.....	20	8	13			22	12	35			1	5	229	107	321	272	374		
		Other.....	5		9	2	4		22	10	33			4	1	7	115	38	183		
1932 1932	Ontario.	Total.....	6		10	3	4	1	24	10	35			5	1	8	122	40	158		
		Motor.....	3	1	2	3	3	3	19	12	22			3	2	1	98	34	116		
1933 1933	Ontario.	Other.....	1		1	1	1		4	3	1			1	16	7	11	21	11		
		Total.....	4	2	2	3	3	3	23	15	23			3	2	1	114	41	127		
1934 1934	Ontario.	Motor.....	4		4			14	4	21			3	3	1	75	24	102	96	31	
		Other.....	1		1	1	1		4	4				6	4	2	12	10	2		
1935 1935	Ontario.	Total.....	5	1	15	1	1	18	8	21			3	3	1	81	28	104	108	41	
		Motor.....	3	4	7			19	6	21				4	1	4	80	26	100	106	37
1936 1936	Ontario.	Other.....	3		3			5	1	4			1	1		4	3	1	13	5	
		Total.....	6	4	10			24	7	25			5	2	4	84	29	101	119	42	
1937 1937	Ontario.	Motor.....	2	1	2	1	1	25	9	34			3	4	86	45	118	117	56		
		Other.....	2	1	1	2	1	1	1	1			2	1	6	3	5	13	7		
1938 1938	Ontario.	Total.....	4	2	3	3	2	1	26	10	34			5	1	5	92	48	123	130	63
		Motor.....																			
1939 1939	Ontario.	Other.....																			
		Total.....																			
1940 1940	Ontario.	Motor.....																			
		Other.....																			
1941 1941	Ontario.	Total.....																			
		Motor.....																			
1942 1942	Ontario.	Other.....																			
		Total.....																			
1943 1943	Ontario.	Motor.....																			
		Other.....																			
1944 1944	Ontario.	Total.....																			
		Motor.....																			
1945 1945	Ontario.	Other.....																			
		Total.....																			
1946 1946	Ontario.	Motor.....																			
		Other.....																			
1947 1947	Ontario.	Total.....																			
		Motor.....																			
1948 1948	Ontario.	Other.....																			
		Total.....																			
1949 1949	Ontario.	Motor.....																			
		Other.....																			
1950 1950	Ontario.	Total.....																			
		Motor.....																			
1951 1951	Ontario.	Other.....																			
		Total.....																			
1952 1952	Ontario.	Motor.....																			
		Other.....																			
1953 1953	Ontario.	Total.....																			
		Motor.....																			
1954 1954	Ontario.	Other.....																			
		Total.....																			
1955 1955	Ontario.	Motor.....																			
		Other.....																			
1956 1956	Ontario.	Total.....																			
		Motor.....																			
1957 1957	Ontario.	Other.....																			
		Total.....																			
1958 1958	Ontario.	Motor.....																			
		Other.....																			
1959 1959	Ontario.	Total.....																			
		Motor.....																			
1960 1960	Ontario.	Other.....																			
		Total.....																			
1961 1961	Ontario.	Motor.....																			
		Other.....																			
1962 1962	Ontario.	Total.....																			
		Motor.....																			
1963 1963	Ontario.	Other.....																			
		Total.....																			
1964 1964	Ontario.	Motor.....																			
		Other.....																			
1965 1965	Ontario.	Total.....																			
		Motor.....																			
1966 1966	Ontario.	Other.....																			
		Total.....																			
1967 1967	Ontario.	Motor.....																			
		Other.....																			
1968 1968	Ontario.	Total.....																			
		Motor.....																			
1969 1969	Ontario.	Other.....																			
		Total.....																			
1970 1970	Ontario.	Motor.....																			
		Other.....																			
1971 1971	Ontario.	Total.....																			
		Motor.....																			
1972 1972	Ontario.	Other.....																			
		Total.....																			
1973 1973	Ontario.	Motor.....																			
		Other.....																			
1974 1974	Ontario.	Total.....																			
		Motor.....																			
1975 1975	Ontario.	Other.....																			
		Total.....																			
1976 1976	Ontario.	Motor.....																			
		Other.....																			
1977 1977	Ontario.	Total.....																			
		Motor.....																			
1978 1978	Ontario.	Other.....																			
		Total.....																			
1979 1979	Ontario.	Motor.....																			
		Other.....																			
1980 1980	Ontario.	Total.....																			
		Motor.....																			
1981 1981	Ontario.	Other.....																			
		Total.....																			
1982 1982	Ontario.	Motor.....																			
		Other.....																			

1936 1936	Ontario..... Ontario.....	Motor Other.....																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	</
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## RAILWAY COMMISSIONERS OF CANADA

STATEMENT No. 15—Continued

Year	Province	Vehicle	Gates			Lightning Flash Signal			Bell and Wig-wag			Watchman			Unprotected			Totals		
			Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.
1935	Saskatchewan	Motor							1		1				8	4	11	9	4	12
1935	Saskatchewan	Other													3	1	3	3	1	3
		Total..							1		1				11	5	14	12	5	15
1936	Saskatchewan	Motor													11	9	21	11	9	21
1936	Saskatchewan	Other													5	2	4	5	2	4
		Total..													16	11	25	16	11	25
	Total for six-year period.								1		1				83	30	115	84	30	116
1931	Alberta	Motor	1						1		1				12	1	18	14	1	21
1931	Alberta	Other													1		1	1		1
		Total..	1						1		1				13	1	19	15	1	22
1932	Alberta	Motor													11	2	11	11	2	11
1932	Alberta	Other													3	2	1	3	2	1
		Total..													14	4	12	14	4	12
1933	Alberta	Motor													18	12	23	18	12	23
1933	Alberta	Other													1		1	1		1
		Total..													19	12	24	19	12	24
1934	Alberta	Motor							1		1				14	1	27	15	1	28
1934	Alberta	Other													1		1	1		1
		Total..							1		1				15	1	28	16	1	29
1935	Alberta	Motor													10	1	11	10	1	11
1935	Alberta	Other													1		1	1		1
		Total..													11	1	12	11	1	12
1936	Alberta	Motor													12	9	16	12	9	16
1936	Alberta	Other													2		6	3		6
		Total..													14	9	22	15	10	22
	Total for six-year period.		1						2		2				86	23	117	90	23	121





STATEMENT No. 15.—Summary of highway crossing accidents with various classes of protection for six-year period ended December 31, 1936.—*Con.*

Year	Gates						Lightning flash signal						Bell						Bell and wig-wag					
	Motor			Other			Motor			Other			Motor			Other			Motor			Other		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
1931.....	8	1	13	6	1	6	4	5	1	1	1	1	30	15	44	3	1	2	18	10	25	2	2	1
1932.....	4	1	3	5	4	1	3	3	3	1	1	1	26	18	28	5	3	2	18	10	25	2	2	1
1933.....	4	1	15	3	2	1	1	1	1	1	1	1	17	5	29	7	5	2	18	10	25	2	2	1
1934.....	4	1	8	6	2	4	1	1	1	1	1	1	27	6	29	6	2	4	18	10	25	2	2	1
1935.....	3	1	4	5	4	1	1	1	1	2	1	1	35	13	54	2	1	1	18	10	25	2	2	1
1936.....	1	1	5	1	1	1	1	1	1	1	1	1	9	1	12	1	1	1	18	10	25	2	2	1
Totals....	24	6	48	26	13	14	8	9	4	6	4	2	144	58	196	24	13	11	18	10	25	2	2	1

Year	Watchman						Unprotected						Total motors			Total others			Grand totals		
	Motor			Other			Motor			Other											
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
1931.....	5	1	12	1	1	1	233	63	358	26	11	19	280	84	428	37	13	29	317	97	457
1932.....	3	2	1	1	1	1	176	47	226	32	18	30	212	71	261	42	25	33	254	96	294
1933.....	3	3	1	1	1	1	165	50	228	20	9	12	189	58	273	31	17	15	220	75	288
1934.....	4	1	4	1	1	1	147	52	204	18	12	9	182	63	245	32	18	17	214	81	262
1935.....	3	1	4	2	1	1	171	85	223	18	7	15	213	100	285	29	14	19	242	114	304
1936.....	1	1	5	1	1	1	186	88	304	23	10	18	214	99	346	29	14	21	243	113	367
Totals....	18	7	22	5	2	3	1,078	385	1,543	137	67	103	1,290	475	1,838	200	101	134	1,490	576	1,972

Combined total	Gates						Lightning flash signal						Bell						Bell and wig-wag						Watchman			Unprotected			Grand total		
	Motor			Other			Motor			Other			Motor			Other			Motor			Other											
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
Motor.....	24	6	48	8	9	4	144	58	196	18	10	25	18	7	22	1,078	385	1,543	1,290	475	1,838	200	101	134	1,490	576	1,972	1,290	475	1,838	1,290	475	1,838
Other.....	26	13	14	6	4	2	24	13	11	2	2	1	5	2	3	137	67	103	137	67	103	200	101	134	200	101	134	200	101	134	200	101	134
Total.....	50	19	62	14	13	6	168	71	207	20	12	26	23	9	25	1,215	452	1,646	1,490	576	1,972	200	101	134	1,490	576	1,972	1,490	576	1,972	1,490	576	1,972

NOTE.—Accidents occurring at crossings protected by bell and wig-wag were included under "Bell" up to and including 1935. "Others" includes horse-drawn vehicles, pedestrians, bicycle, motorcycle, tricycle, tractor, grader, and snowmobile.

STATEMENT No. 16.—Summary of all highway crossing accidents for six-year period ended December 31, 1936

	1931			1932			1933			1934			1935			1936			Totals		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
Prince Ed. Island.....	2	1	6	1	1	1	3	1	3	2	2	1	1	1	2	1	1	1	9	4	12
Nova Scotia.....	15	6	13	10	2	15	8	1	13	6	2	7	8	6	9	7	1	9	54	17	66
New Brunswick.....	9	7	16	8	2	10	6	1	10	10	9	11	5	2	4	12	3	19	50	23	70
Quebec.....	63	18	91	42	21	53	46	11	60	35	16	39	43	26	59	43	35	72	272	127	374
Ontario.....	160	55	242	147	63	156	108	41	141	119	42	140	130	63	166	118	47	171	782	311	1,016
Manitoba.....	21	4	27	8	1	14	9	3	14	11	1	12	11	8	11	18	4	27	78	21	105
Saskatchewan.....	17	4	20	16	3	22	13	3	18	10	4	16	12	5	15	16	11	25	84	30	116
Alberta.....	15	1	22	14	4	12	19	12	24	16	1	29	11	1	12	15	10	22	90	29	121
British Columbia.....	15	2	20	9	1	12	8	3	5	5	4	7	21	3	26	13	2	22	71	14	92
Totals.....	317	97	457	254	96	294	220	75	288	214	81	262	242	114	304	243	113	367	1,490	576	1,972

STATEMENT No. 17.—Summary of all highway crossing accidents for six-year period ended December 31, 1936, showing separately motor vehicle accidents and "others."

	1931			1932		
	Accidents	Killed	Injured	Accidents	Killed	Injured
Autos.....	280	84	428	212	71	261
Others*.....	37	13	29	42	25	33
Totals.....	317	97	457	254	96	294
	1933			1934		
	Accidents	Killed	Injured	Accidents	Killed	Injured
Autos.....	189	58	273	182	63	245
Others*.....	31	17	15	32	18	17
Totals.....	220	75	288	214	81	262
	1935			1936		
	Accidents	Killed	Injured	Accidents	Killed	Injured
Autos.....	213	100	285	214	99	346
Others*.....	29	14	19	29	14	21
Totals.....	242	114	304	243	113	367

## GRAND TOTALS

	Accidents	Killed	Injured
1931.....	317	97	457
1932.....	254	96	294
1933.....	220	75	288
1934.....	214	81	262
1935.....	242	114	304
1936.....	243	113	367
Totals.....	1,490	576	1,972

\* "Others" includes horse-drawn vehicles, pedestrians, bicycle, motorcycle, tricycle, tractor, grader, and snowmobile.

## STATEMENT No. 18.—Highway crossing accidents for the year ended December 31, 1936

Inv. File	Board File	Date	Time	Railway	Place	Killed	Injured	Protection	Class of Accident
28497	27652-9	Jan. 2	11 20 a.m.	C.N.R.	Whites, 1st crossing north, Que.		2	Unprotected.	Truck.
28554	26782-185	Jan. 25	9 50 p.m.	C.N.R.	Quebec, Quinn crossing, Que.		1	Unprotected.	Truck.
28485	Case 1436	Dec. 31/35	5 07 p.m.	C.N.R.	Sherbrooke, King St., Que.		1	Unprotected.	Truck.
28559	26711-576	Jan. 10	12 42 p.m.	C.N.R.	Paris, Armstrong's crossing, Ont.	1	1	Unprotected.	Truck.
28530	26711-517	Jan. 12	12 30 a.m.	C.N.R.	Landsey, Angeline St., Ont.		1	Unprotected.	Truck.
28406	26711-514	Dec. 31/35	8 31 p.m.	C.N.R.	Ingersoll, 1 mile east of, Ont.	1	2	Unprotected.	Truck.
28707	26765-118	Jan. 22	8 06 p.m.	C.N.R.	Brantford, Dallouate St., Ont.		1	Unprotected.	Truck.
28519	9437-554	Jan. 3	8 12 a.m.	C.N.R.	Peterboro, Keene Road, Ont.		1	Unprotected.	Truck.
28484	26711-533	Jan. 6	2 05 p.m.	C.N.R.	Reynold Stn., 1st crossing west of, Ont.		3	Unprotected.	Truck.
28445	26711-578	Jan. 3	11 40 p.m.	C.N.R.	Pine Orchard Stn., crossing just south, Ont.		2	Unprotected.	Truck.
28556	3878-308	Jan. 20	4 43 a.m.	C.P.R.	Belleville Stn., 2 1 miles west, Ont.		1	Unprotected.	Truck.
28644	18846	Jan. 13	8 15 p.m.	T.H. & B.	Hamilton, Barton St., Ont.		3	Unprotected.	Truck.
28678	27696-29	Jan. 15	9 50 p.m.	P.M.R.	Wheatley Stn., crossing just east of, Ont.		4	Unprotected.	Truck.
28532	35460-7	Jan. 23	1 04 p.m.	G.R.R.	Kitchener, Glasgow St., Ont.		2	Unprotected.	Truck.
28576	27156-303	Jan. 14	14 50 k.	C.P.R.	St. Claude Stn., 1st crossing west, Min.		1	Unprotected.	Truck.
28640	27467-36	Jan. 9	9 30 k.	C.N.R.	Riverhurst S/D., mile 1-05, Sask.		1	Unprotected.	Truck.
28605	26782-218	Feb. 5	1 30 a.m.	C.N.R.	Brosseau, crossing 3 miles South, Que.		2	Unprotected.	Truck.
28630	26782-248	Feb. 10	9 45 a.m.	C.N.R.	Aston Stn., 1st crossing west of, Que.		1	Unprotected.	Truck.
28686	26765-184	Feb. 16	9 15 p.m.	C.N.R.	Peterboro, George and Romaine Sts., Ont.		3	Unprotected.	Truck.
28812	26711-579	Feb. 2	6 30 p.m.	C.N.R.	Nixon Stn., 1st crossing west of, Ont.		1	Unprotected.	Truck.
28679	26711-576	Feb. 8	11 30 a.m.	C.N.R.	Gloucester, 2nd crossing west of, Ont.		1	Unprotected.	Truck.
28701	18706	Feb. 17	10 33 k.	C.N.R.	Port William, Victoria Ave., Ont.		1	Unprotected.	Truck.
28689	26727-165	Feb. 15	11 40 a.m.	C.P.R.	Islington Stn., just west of, Ont.		1	Unprotected.	Truck.
28740	9437-808	Feb. 13	2 55 p.m.	C.P.R.	Southworth Stn., just south of, Ont.	1	3	Unprotected.	Truck.
28606	27811-95	Feb. 7	16 37 k.	C.P.R.	Chatham Stn., 43rd Avenue, Alta.		1	Unprotected.	Truck.
28690	27073-46	Feb. 8	5 40 k.	C.N.R.	Yale S/D. mile 72-2, Yale Rd., B.C.		1	Unprotected.	Truck.
28634	33229-96	Mar. 25	6 15 p.m.	C.N.R.	Sussex S/D., crossing at m. 86-60, N.B.	2	1	Unprotected.	Truck.
28632	26782-137	Feb. 20	7 00 p.m.	C.N.R.	Richmond, Adam St. (also known as Girard's crossing), Que.		1	Unprotected.	Truck.
28800	26711-582	Mar. 20	10 29 a.m.	C.N.R.	Delli Stn., Schaefer's Rd., 2nd crossing west, Ont.		5	Unprotected.	Truck.
28853	26727-152	Mar. 24	1 18 a.m.	C.P.R.	Whitby, crossing at, Ont.	3	1	Unprotected.	Truck.
28767	26727-390	Mar. 3	2 05 p.m.	C.P.R.	Hall's Stn., 8 of a mile west, Ont.		1	Unprotected.	Truck.
28854	1553	Mar. 17	11 57 a.m.	C.N.R.	Woodstock, Norwich Ave., Ont.		2	Unprotected.	Truck.
28828	26711-581	Mar. 7	4 25 p.m.	C.N.R.	Middlesex, 3rd crossing west, Ont.	1	1	Unprotected.	Truck.
28884	26777-361	Mar. 17	8 15 a.m.	C.P.R.	Brockville, 1-2 miles north, Ont.	1	1	Unprotected.	Truck.
28832	27811-114	Feb. 29	13 55 k.	C.P.R.	Stirling S/D., crossing mile 84-7, Alta.		2	Unprotected.	Truck.
28833	30051-21	Mar. 16	19 00 k.	B.C.E.	Vancouver, 8th Ave. and Right-of-way, B.C.		3	Unprotected.	Truck.
28855	4472-71	Mar. 2	1 45 k.	B.C.E.	Osborne Bay, 1st crossing north, B.C.		1	Unprotected.	Truck.
28851	27073-55	Mar. 25	12 30 k.	E. & N.	Charlottetown, Grafton St., P.E.I.	1	1	Unprotected.	Truck.
28000	3868-1	April 30	10 55 p.m.	C.P.R.	Charlottetown, Grafton St., P.E.I.		1	Unprotected.	Truck.
28153	33229-64	April 15	5 09 p.m.	C.N.R.	Charlottetown, Regent St., N.B.		1	Unprotected.	Truck.
28678	26782-245	April 23	1 00 p.m.	C.N.R.	Ville St. Pierre, Maple Ave., Que.		1	Unprotected.	Truck.

28929	9437-1063	April 3	1 26 p.m.	C.P.R.	Brighton, crossing at, Ont.	2	1	Bell and Wig.	Auto.
28900	26765-272	April 2	10 36 a.m.	C.N.R.	Tottenham Stn., 2nd crossing north of, Ont.			Unprotected.	Auto.
28901	30522	April 6	6 35 p.m.	C.N.R.	Stevensville, 1 mile east of, Ont.	1		Unprotected.	Auto.
28902	26765-36	April 7	1 30 a.m.	C.N.R.	Konoka, crossing at, Ont.		3	Unprotected.	Auto.
28903	26727-225	April 22	9 30 p.m.	C.N.R.	Gravenhurst, 3rd crossing north of, Ont.		2	Unprotected.	Auto.
28904	26711-469	April 22	5 25 p.m.	L. & P.S.	St. Thomas, Centre St., Ont.		1	Unprotected.	Auto.
28905	30424-26	April 22	6 10 p.m.	C.N.R.	Brookville, William St., Ont.		3	Unprotected.	Truck.
28906	9437-123	April 21	5 55 a.m.	C.P.R.	Windsor, Angeline St., Ont.		1	Unprotected.	Truck.
28907	26711-584	April 21	9 00 p.m.	C.N.R.	Winkler Stn., 1st crossing west, Man.		2	Unprotected.	Auto.
28908	267365-99	April 20	8 47 k.	C.P.R.	Winnipeg, Kingsway Ave., Man.		1	Unprotected.	Auto.
28909	10342	April 20	7 50 a.m.	C.N.R.	Marston, 100th Ave., Alta.		1	Unprotected.	Truck.
28910	38081-10-1	May 19	11 47 a.m.	C.V.R.	Stambridge, George St., N.B.		5	Gates.	Auto.
28911	9437-1258	May 1	11 47 a.m.	C.N.R.	Stambridge, 2nd crossing north, Que.		1	Unprotected.	Auto.
28912	26782-246	April 16	2 04 p.m.	C.N.R.	Gravelly, 3rd miles south of, Que.		1	Unprotected.	Auto.
28913	26782-247	May 14	3 06 p.m.	C.N.R.	Bon Garry, 3rd miles south of, Que.		1	Unprotected.	Truck.
28914	26572-6	April 29	3 06 p.m.	C.N.R.	Drummondville S/D, 2 miles 2-9, Gibson crossing, Que.		2	Unprotected.	Truck.
28915	9437-594	May 4	7 30 p.m.	M.C.R.	St. Thomas, Stanley St., Ont.	1		L.F.S.	Pedestrian.
28916	30424-4	May 25	11 18 a.m.	L. & P.S.	Port Stanley, 2 miles north, Ont.		2	Bell.	Auto.
28917	26727-85	May 5	11 32 a.m.	C.P.R.	Alliston, Victoria St., Ont.		1	Bell and Wig.	Auto.
28918	26711-586	May 27	6 25 p.m.	C.N.R.	Soaringville, 3rd crossing west, Ont.		1	Wag.	Auto.
28919	9437-197	May 17	12 15 a.m.	C.N.R.	Iroquois, 2nd crossing west of, Ont.		1	Unprotected.	Auto.
28920	26711-583	May 15	4 55 p.m.	C.N.R.	Consistent Stn., 1st crossing north, Ont.		2	Unprotected.	Truck.
28921	22262-13	May 20	6 35 a.m.	C.P.R.	Agincourt Stn., 2-4 miles west of, Ont.		1	Unprotected.	Truck.
28922	3287	May 29	7 25 a.m.	C.N.R.	Napanea Stn., Selby Road, Ont.		1	Unprotected.	Truck.
28923	26711-587	May 9	22 05 k.	C.N.R.	Fort William, Victoria Ave., Ont.		1	Unprotected.	Pedestrian.
28924	26711-585	May 16	8 20 a.m.	C.N.R.	Callander Stn., 1st crossing south, Ont.		1	Unprotected.	Pedestrian.
28925	26782-191	April 24	11 04 k.	C.N.R.	Portage la Prairie, Tupper St., Man.		3	Unprotected.	Auto.
28926	26782-191	May 3	23 19 k.	C.N.R.	Fort Garry, Clarence Ave., Man.		3	Unprotected.	Auto.
28927	26782-191	May 3	19 55 k.	C.P.R.	Leduc S/D, mile 23, Alta.		3	Unprotected.	Truck.
28928	33229-43	May 29	8 10 a.m.	C.N.R.	Hardwood Ridge, crossing at, N.B.		3	Bell and Wig.	Auto.
28929	267401-77	June 23	4 45 p.m.	C.P.R.	Cody's, crossing at, N.B.		2	Wag.	Auto.
28930	26742-48	May 16	8 05 a.m.	C.N.R.	St. Damien Stn., 1st crossing at east of, Que.		1	Unprotected.	Auto.
28931	26782-249	June 19	6 00 a.m.	C.N.R.	Ste. Genevieve Stn., 1st crossing west of, Que.		1	Unprotected.	Auto.
28932	26782-250	June 21	10 30 a.m.	C.N.R.	Scuterie Stn., 1st crossing east, Que.	1		Unprotected.	Auto.
28933	26742-249	June 22	8 10 p.m.	C.N.R.	Ste. Genevieve Stn., 1st crossing west of, Que.		1	Unprotected.	Auto.
28934	26782-191	June 12	11 20 p.m.	C.N.R.	Drummondville, St. Joseph St., Que.		2	Unprotected.	Truck.
28935	26727-357	June 6	2 55 a.m.	C.P.R.	Midhurst Stn., 1-2 miles north of, Ont.	2		Bell and Wig.	Auto.
28936	27802-13	June 30	12 00 k.	T.H. & B.	Scotland Station, crossing at, Ont.		8	Wag.	Auto.
28937	26842-93	June 9	5 37 p.m.	M.C.R.	St. Thomas, Hinks St., Ont.		1	Bell and Wig.	Pedestrian.
28938	27360-1	June 12	17 02 k.	C.P.R.	Winnipeg, Selkirk Ave., Man.		2	Wag.	Truck.
28939	26744-10	June 19	10 15 k.	C.N.R.	Levellier Stn., just south of, Man.		1	Unprotected.	Pedestrian.
28940	27218-115	July 11	10 30 a.m.	C.N.R.	Morrison Stn., 1st crossing east, N.S.		1	Unprotected.	Auto.
28941	33229-98	Aug. 3	6 35 a.m.	C.N.R.	Bedford S/D, m. 48-27 McKay's crossing, N.S.		1	Unprotected.	Truck.
28942	26782-151	July 27	10 40 p.m.	C.N.R.	Edmundston, crossing at, Fraser Spur, N.B.		1	Unprotected.	Truck.
28943	26782-151	July 9	11 05 a.m.	C.N.R.	Laacadie, 2nd crossing 1/2 mile north, Que.		3	Unprotected.	Auto.
28944	26782-191	July 1	9 05 a.m.	C.N.R.	Drummondville Stn., St. Joseph St., Que.	1		Unprotected.	Auto.
28945	34757	July 27	9 43 a.m.	C.N.R.	Montreal East, George V Ave., Que.		1	Unprotected.	Auto.
28946	17156-205	July 2	11 20 a.m.	C.P.R.	Sts. Agathe Stn., 1st crossing south, Que.		1	Unprotected.	Truck.
28947	1937-40	July 19	7 10 a.m.	M. & S.C.	Greenfield Park, Alexander Taschereau Blvd., Que.		1	Unprotected.	Motorcycle.
28948	26727-595	July 30	7 00 a.m.	C.N.R.	Richmond, Main St., Que.		1	Unprotected.	Pedestrian.
28949	26727-595	July 30	9 45 a.m.	C.N.R.	Peterboro Yard, Parkhill Rd., crossing, Ont.		1	Unprotected.	Auto.
28950	27929-43	July 30	12 35 a.m.	P.M.R.	Pelton Tower, No. 2 Highway, just w. of, Ont.		2	Unprotected.	Auto.





26663	26762-251	Sept. 1	9 15 a.m.	C.N.R.	Author Station, 2nd pub. crossing east mile 7-3, Quo.	3	Unprotected.	Auto.
26683	26782-253	Sept. 3	9 25 a.m.	C.N.R.	St. Tit's Stn., 1st pub. crossing west of, Que.	1	Unprotected.	Auto.
26626	27156-207	Sept. 7	3 30 p.m.	C.P.R.	McLeod's Stn., 1st pub. crossing west of, Que.	1	Unprotected.	Auto.
26625	27156-208	Sept. 14	11-10 a.m.	C.P.R.	Drummondville, Convent St. crossing, Que.	6	Unprotected.	Auto.
26697	27156-209	Sept. 24	8 35 a.m.	C.P.R.	Burbridge Stn., 1 mile north, pub. crossing mile 70-33, Que.	2	Unprotected.	Auto.
26701	9437-358	Sept. 26	4 35 p.m.	C.P.R.	Iroquois Stn., 7 miles south, pub. crossing mile 2-3, Que.	3	Unprotected.	Truck.
26720-12	26720-12	Sept. 26	6 06 a.m.	N.Y.C.	Heights, Station crossing at, Que.	3	Unprotected.	Auto.
26711-452	26711-452	Sept. 5	5 45 p.m.	C.N.R.	Cannington, 1 mile north, pub. crossing mile 9, Ont.	4	Unprotected.	Auto.
26711-122	26711-122	Sept. 12	12 08 p.m.	C.N.R.	Parry Sound, Forest St. crossing mile 1-4, Ont.	1	Unprotected.	Auto.
26711-244	26711-244	Sept. 16	7 25 a.m.	C.N.R.	London East, Highbury Ave. crossing, Ont.	1	Unprotected.	Auto.
26791	26765-163	Sept. 19	7 40 p.m.	C.N.R.	Omeame, Sturgeon St., mile 76-88, Ont.	1	Unprotected.	Auto.
26752	9437-152	Sept. 23	9 29 p.m.	C.N.R.	Mount Brydges Stn., 1st crossing east of, Ont.	1	1 Bell and Wag.	Auto.
26771	26711-506	Sept. 25	8 35 p.m.	C.N.R.	Sarnia, 4 miles east of, Exmouth St. Road crossing, Ont.	2	Unprotected.	Auto.
26805	26847	Sept. 24	2 50 p.m.	C.N.R.	Moose Creek, 2nd pub. crossing west, Ont.	2	Unprotected.	Truck.
26893	26711-250	Sept. 5	4 20 a.m.	C.P.R.	Locust Hill, pub. crossing at mile 80-14, Ont.	1	Wag.	Auto.
26740	26797-399	Sept. 21	9 55 a.m.	C.P.R.	St. Joachim, pub. crossing mile 90-06, Ont.	1	Unprotected.	Auto.
26739	24316	Sept. 28	9 50 a.m.	C.P.R.	North Bay, Golf St. crossing, Ont.	3	1 Bell and Wag.	Auto.
26627	9437-528	Sept. 12	8 30 p.m.	P.M.R.	Blenheim, Gravel Road crossing, Ont.	1	Wag.	Auto.
26628	27802-29	Sept. 4	7 25 p.m.	P.M.R.	Bartonville, Kenilworth Road, Ont.	1	Unprotected.	Auto.
26699	26707	Sept. 18	21 10 p.m.	C.N.R.	Swan River, Main St., Cowan S/D, Man.	1	Unprotected.	Auto.
26744-101	26744-101	Sept. 1	11 15 k.	C.N.R.	Brunkild Stn., just W. Carman S/D, mile 22-0, Man.	1	Unprotected.	Truck.
26753	27467-142	Sept. 12	22 30 k.	C.N.R.	Battleford, North, Industrial Spur Track, Sask.	1	Unprotected.	Truck.
26826	27467-143	Sept. 23	17 30 k.	C.N.R.	Shanavon S/D., mile 25-8, Sask.	1	Unprotected.	Auto.
26813	26807-118	Sept. 17	21 00 k.	C.P.R.	Shanavon S/D., mile 104-9 Highway No. 13, Sask.	1	Unprotected.	Auto.
26814	26807-116	Sept. 17	12 40 k.	C.P.R.	Dysart, 1st crossing east of, mile 48-9, Sask.	1	Unprotected.	Auto.
26861	27073-43	Sept. 9	19 30 k.	C.N.R.	Wabunan S/D, mile 24-08, Alta.	1	Unprotected.	Auto.
26862	27073-108	Sept. 10	8 43 k.	C.N.R.	Edmonton, n.r., Okanagan S/D., mile 34-96, B.C.	3	Unprotected.	Auto.
26962	33229-101	Oct. 24	11 10 p.m.	C.N.R.	Whitby, n.r., crossing mile 96-35, B.C.	1	Unprotected.	Auto.
26959	33229-101	Oct. 6	7 46 a.m.	C.N.R.	Stoney N.S., Townsend St. crossing.	1	Double Bell.	Pedestrian.
26927	27218-118	Oct. 8	3 45 a.m.	C.N.R.	Stoney N.S., Atlantic St.	1	Unprotected.	Truck.
30011	33229-102	Oct. 16	3 45 p.m.	C.N.R.	Mulgrave, Hotel crossing.	1	Unprotected.	Horse-drawn Vehicle.
26923	33229-21	Oct. 23	8 15 p.m.	C.N.R.	Woodstock, N.B., Houlton Rd. crossing	1	Unprotected.	Auto.
26947	26782-257	Oct. 31	3 10 p.m.	C.N.R.	St. Michel Station, Que. (immediately south of)	2	Unprotected.	Auto.
26971	26782-256	Oct. 25	9 55 a.m.	C.N.R.	Chateau d'Eau Stn. 1st crossing south.	4	Unprotected.	Truck.
26924	27156-16	Oct. 14	3 30 p.m.	C.P.R.	Yamachiche Stn. 3-8 miles east.	1	Unprotected.	Auto.
26925	26435	Oct. 14	8 40 p.m.	C.P.R.	Hull, Que. 1st crossing east.	2	Unprotected.	Truck.
26912	26711-123	Oct. 2	10 47 p.m.	C.N.R.	Oriele, Ont. 1st crossing north.	12	Unprotected.	Auto.
26954	26711-535	Oct. 16	2 20 p.m.	C.N.R.	Lindsay Yd., Russell St. crossing	2	Unprotected.	Auto.
26962	26711-512	Oct. 25	12 15 a.m.	C.N.R.	Cambellford S.D., mileage 61-60	2	Unprotected.	Auto.
26988	26711-588	Oct. 26	4 45 p.m.	C.N.R.	Fossmill, Ont. 1st crossing north	2	Unprotected.	Auto.
26927	26727-400	Oct. 8	6 30 p.m.	C.P.R.	Havelock S/D., mileage 903	2	Unprotected.	Truck.
26961	26727-310	Oct. 24	2 30 a.m.	C.P.R.	Belleville, Pumphouse crossing	3	Unprotected.	Horse-drawn Vehicle.
26844	27929-44	Oct. 18	1 20 p.m.	P.M.R.	Leamington, Ont., Elliott St.	3	1 Bell and Wag.	Auto.
26887	Case 4575	Oct. 2	1 29 p.m.	M.C.R.	Rodney, Ont., Furnival Rd. crossing	2	1 Bell and Wag.	Auto.
26845	26842-14	Oct. 11	6 45 p.m.	M.C.R.	Ruscomb, Ont., Angle Rd., 1 mile west.	2	1 Bell and Wag.	Truck.
26846	15499-74	Oct. 3	7 45 p.m.	P.M.R.	St. Thomas, Wilson Avenue.	1	Unprotected.	Auto.
26909	27929-53	Oct. 23	11 00 p.m.	P.M.R.	Bresden Station, 1st crossing east.	2	Unprotected.	Auto.
26952	35606	Oct. 23	9 40 a.m.	P.M.R.	Bloomburg Stop, mileage 40-2, Pt. Dover and Galt Subdy.	2	Unprotected.	Truck.
26976	26744-102	Oct. 27	8 20 a.m.	C.N.R.	Fin Flon S/D., mileage 5-6.	2	Unprotected.	Auto.

STATEMENT No. 18.—Highway crossing accidents for the year ended December 31, 1936—*Concluded*

Inv. File	Board File	Date	Time	Railway	Place	Killed	Injured	Protection	Class of Accident
29886	27467-144	Oct. 11	4.23 p.m.	C.N.R.	Minota S/D., mileage 97-6.	3	.....	Unprotected.	Auto.
29886	18620	Oct. 17	10.25 p.m.	C.P.R.	Moose Jaw, Sask., $\frac{1}{2}$ mile east of station.	.....	4	Unprotected.	Auto.
29784	26807-117	Oct. 8	10.00 a.m.	C.P.R.	Saskatoon Station, 11th crossing west.	.....	1	Unprotected.	Pedestrian.
29783	11840 Pt. 2	Oct. 3	7.20 p.m.	C.N.R.	Edmonton, 66th Street.	.....	1	Unprotected.	Auto.
29907	28786-102	Oct. 19	4.40 p.m.	C.N.R.	Bonnyville S/D., mileage 36-01.	.....	3	Unprotected.	Horse-drawn Vehicle.
30091	33229-98	Nov. 30	7.50 p.m.	C.N.R.	Edmundston, crossing at Fraser Spur.	.....	3	Unprotected.	Auto.
30019	27218-120	Nov. 16	10.40 p.m.	C.N.R.	Waverley Station, 1st crossing east.	.....	2	Unprotected.	Auto.
30013	9437-173	Nov. 20	2.12 a.m.	C.N.R.	Richmond, Que., Pierce's crossing.	.....	1	Bell and illuminated sign.	Auto.
29950	27156-211	Nov. 10	6.35 p.m.	C.P.R.	Drummondville Y'd., 3rd Range St. crossing.	.....	1	Unprotected.	Auto.
30012	27156-102	Nov. 28	8.48 a.m.	C.P.R.	Mugge Station, 3rd crossing west.	.....	1	Unprotected.	Truck.
29919	31646-4	Nov. 6	12.15 p.m.	C.N.R.	Theftford Mines, 3rd crossing south.	1	.....	Unprotected.	Truck.
30068	11014-29	Nov. 20	6.35 a.m.	C.N.R.	Rouyn, Gamble St.	.....	1	Unprotected.	Auto.
29982	26711-179	Nov. 4	9.43 a.m.	C.N.R.	Tansley Station, 1st crossing south.	.....	1	Unprotected.	Auto.
30030	26711-547	Nov. 23	6.15 p.m.	C.N.R.	Cookstown Station, 2nd crossing south.	.....	1	Unprotected.	Auto.
30029	26711-999	Nov. 25	12.05 p.m.	C.N.R.	Woodstock, Ont., Wellington St.	.....	1	Unprotected.	Auto.
30065	26711-844	Nov. 7	7.25 p.m.	C.N.R.	Cusson S/D., mileage 166.	.....	1	Unprotected.	Truck.
30086	26711-601	Nov. 9	11.05 a.m.	C.N.R.	Fort Frances S/D., mileage 90.	.....	2	Unprotected.	Truck.
29804	26711-124	Nov. 10	8.10 p.m.	C.N.R.	Harrison Station, 1st crossing north.	.....	1	Unprotected.	Truck.
30049	26711-143	Nov. 25	8.45 p.m.	C.N.R.	Lastowel, Main Street.	.....	1	Unprotected.	Truck.
30005	26727-603	Nov. 7	7.30 p.m.	C.P.R.	Sault Ste. Marie, Ont., Wellington St.	1	.....	Unprotected.	Auto.
29997	26727-403	Nov. 21	11.50 p.m.	C.P.R.	Bolton Station, 2 of a mile north.	.....	1	Unprotected.	Auto.
30015	26727-366	Nov. 21	1.40 p.m.	C.P.R.	Guelph, Stevenson St.	.....	1	Unprotected.	Auto.
29941	26727-401	Nov. 5	1.30 p.m.	C.P.R.	Gillbank Station, 2nd crossing west.	.....	1	Unprotected.	Truck.
30072	26727-404	Nov. 26	6.26 a.m.	C.P.R.	Millgrove, Ont., crossing at .....	2	.....	Unprotected.	Truck.
30075	26765-46	Nov. 10	12.31 a.m.	C.N.R.	Galt, Ont., Main Street.	.....	1	Unprotected.	Auto.
29955	26842-49	Nov. 12	6.46 p.m.	M.C.R.	Essex, Ont., Main St., No. 3 Highway.	.....	1	Bell and Wig.	Truck.
29989	32252	Nov. 21	6.08 p.m.	C.N.R.	Dauphin, Main Street.	.....	2	Wag (1).	Truck.
29906	26807-84	Nov. 13	6.45 p.m.	C.P.R.	Sutherland Station, 2nd crossing east.	2	.....	Unprotected.	Auto.
29943	27896-103	Nov. 2	7.30 p.m.	C.N.R.	Wabunan S/D., mileage 128-67.	1	.....	Unprotected.	Truck.
30031	9437-1186	Nov. 18	3.35 p.m.	C.P.R.	Calgary, Alta., 12th St. east.	.....	1	Bell and Wig-Wag (double).	Pedestrian.
30090	25793	Nov. 19	11.05 p.m.	V.H.C.	Vancouver, B.C. (Cordova St.).	.....	3	Unprotected.	Auto.
69805	.....	Dec. 23	4.80 p.m.	C.P.R.	North Devon, N.B., Gibson St. crossing.	.....	1	Unprotected.	Auto.
30059	36600-3	Dec. 8	2.85 p.m.	C.N.R.	St. Madeleine, Que., crossing 14 miles west.	.....	2	Unprotected.	Auto.
30051	.....	Dec. 11	8.05 p.m.	C.N.R.	St. Eugene, Que., 1st crossing east.	.....	1	Unprotected.	Truck and Trailer.
30052	27156-66	Dec. 3	7.38 p.m.	C.P.R.	St. Vincent de Paul, crossing just west of station.	.....	1	Unprotected.	Truck.
30054	31046-3	Dec. 2	10.55 a.m.	C.Q.R.	Beauveville, Que., 1st crossing west of station.	1	.....	Unprotected.	Horse-drawn Vehicle.
66747	26711-456	Dec. 5	7.55 p.m.	C.N.R.	Welland, Ont., Lincoln St., mileage 16-58.	.....	4	Unprotected.	Auto.
66828	26765-118	Dec. 25	6.15 p.m.	C.N.R.	Brantford, Ont., Dalhousie St., Burford S/D.	.....	3	Unprotected.	Auto.
66725	9437-208	Dec. 8	10.55 a.m.	C.N.R.	Univerville, Ont., 1st crossing east, mileage 49-8.	.....	1	Unprotected.	Truck.
30051	9437-369	Dec. 2	4.25 p.m.	C.N.R.	Corinth, 1st crossing east, mileage 100-03.	.....	2	Bell.	Auto.



# REPORT OF THE COMMISSIONERS

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34558	26711-600	Dec. 8	1.20 p.m.	C.N.R.	Renfrew, Ont., Raglan St.	2	Bell and Illuminated Sign.	Truck.
66798	26765-95	Dec. 22	9.55 a.m.	C.N.R.	Newmarket, Ont., 2nd crossing south of; mileage 33-6, Newmarket S/D.	1	Bell and Wig-Wag.	Auto.
30122	26765-79	Dec. 14	8.05 p.m.	C.N.R.	Woodstock, Ont., 1st crossing west of; Dundas S/D.	1	Bells and Wig-Wags.	Auto.
66720	9437-1211	Dec. 7	11.59 a.m.	C.N.R.	Samia, Ont., Christina Street.	1	Bell and Wig-Wag.	Auto.
66802		Dec. 22	3.10 p.m.	C.N.R.	Pottersburg, Dundas St., Thorndale S/D. (London).	1	Bell and Wig-Wag.	Truck.
30048		Dec. 4	3.03 p.m.	C.P.R.	Wingham, Ont., Josephine St., mileage 3-9, Wingham S/D.	1	Bell.	Pedestrian.
66836	26727-100	Dec. 28	9.50 a.m.	C.P.R.	Chesterville, Ont., crossing 1-4 miles west of station.	1	Unprotected.	Auto.
30117	27929-38	Dec. 6	12.20 a.m.	P.M.R.	Edgetown, Ont., 3 miles west of; Howard Townline crossing.	3	Unprotected.	Auto.
30116	27929-43	Dec. 3	1.30 a.m.	P.M.R.	Pellon, Ont., Prov. Highway No. 2A.	2	Unprotected.	Auto.
66826		Dec. 24	10.45 p.m.	E.T.R.	Windsor, Ont., Tecumseh Rd. crossing.	2	Unprotected.	Auto.
66835	26744-10	Dec. 27	11.57 a.m.	C.N.R.	Letellier, Man., just south of station; mileage 52-98, Letellier S/D.	2	Unprotected.	Auto.
66827		Dec. 24	2.31 p.m.	C.N.R.	Winnipeg, Man., Logan Ave., mileage 3-3, Oak Pt. S/D.	2	Unprotected.	Auto.
30123	35388	Dec. 3	11.55 p.m.	C.N.R.	Melville, Sask., mileage 1-1, Touchwood S/D.	3	Unprotected.	Auto.
66862		Dec. 30	2.15 p.m.	C.N.R.	Canora, Sask., First Ave., Highway No. 5, mileage 54-5, Yorkton S/D.	1	Unprotected.	Auto.
30097	27811-118	Dec. 4	7.00 p.m.	C.P.R.	Grosvenor S/D, crossing, mileage 38-2.	3	Unprotected.	Horse-drawn Vehicle.
66908		Dec. 31	11.05 a.m.	G.N.R.	Vancouver, Georgia St.	1	Unprotected.	Auto.
					Total Accidents.....243	113	367	
					Totals			



## STATEMENT No. 19.—Contributing factors involved in various classes of crossing accidents for six-year period

No.		No.	
	1931		1932—Concluded
70	Autos running into side of train.	1	Auto collided with railway track motor.
14	Auto trucks running into side of train.	1	Auto skidded into pilot of engine.
2	Motorcycles running into side of train.	16	Auto skidded on to track in front of train.
2	Autos running into track motor.	5	Auto drivers failed to stop for crossing, as required by law.
1	Auto running into railway speeder.	1	Auto truck drivers failed to stop for crossing as required by law.
5	Auto drivers attempting to beat train over crossing.	7	Bus driver failed to comply with Bus Company's regulations to stop for crossing.
1	Auto truck driver attempting to beat train over crossing.	1	Excessive speed of auto.
11	Excessive speed of autos resulting in not being able to stop at crossing.	1	Excessive speed of auto truck.
1	Excessive speed of auto truck.	2	Auto with defective brakes.
3	Autos with defective brakes.		Auto truck with defective brakes.
5	Autos stalling on crossing in front of train.	2	Auto drivers attempting to beat train over crossing.
3	Auto trucks stalling on crossing in front of train.	8	Auto truck drivers attempting to beat train over crossing.
3	Auto drivers disregarding warning signals.	1	Autos stalling on crossing in front of train.
1	Auto bus driver disregarding warning signals.	1	Auto stalling foul of track, struck by train.
2	Auto drivers under the influence of liquor.	1	Snowmobile, stalling on crossing, struck by train.
1	Auto truck driver under the influence of liquor.	1	Auto driver disregarded flagman's signal.
3	Autos skidded through gates in lowered position, struck by train.	1	Auto driver failed to heed wigwag signal.
1	Gas car skidded when brakes applied, struck auto.	1	Auto driver failed to heed warning signal.
1	Auto skidded, struck pedestrian, throwing him in front of train.	1	Auto driver inattentive to approaching crossing.
22	Auto drivers failed to stop for crossing, as required by law.	1	Auto driver's attention fixed on employees leaving cotton mill; struck by train.
9	Auto truck drivers failed to stop for crossing as required by law.	1	Auto driver's attention centered on auto ahead; struck by train.
1	Track motor failed to stop for crossing, struck auto truck.	1	Section foreman failed to have railway motor car under proper control.
1	Auto driver's attention fixed on cattle in field, struck by train.	1	Section foreman failed to give proper attention to conditions on highway.
1	Auto driver's attention fixed on train on siding, struck by other train.	3	Driver of H.D. Vehicle attempted to beat train over crossing.
1	Auto driver's view obscured by man on running board; struck by train.		Pedestrians passed under gates in lowered position; struck by train.
1	Auto struck by railway push-car.		
1	Auto truck driver left truck foul of track; struck by train.		
1	Auto ran through closed gates; stopped foul of track, struck by train.		
1	Railway hand car not under proper control for crossing.		
1	Operator of railway handcar failed to take necessary precaution; struck auto.		
1	Horse beyond control, struck by train.		
1	Cover of sleigh obscured driver's view of train.		
1	Driver of vehicle deaf.		
3	Pedestrians passed under gates when in lowered position; struck by train.		
1	Pedestrian under influence of liquor, struck by train.		
1	Pedestrian disregarded gateman's warning.		
1	Bicyclist ran into side of train.		
	1932		1933
48	Autos running into side of train.	37	Autos running into side of train.
9	Auto trucks running into side of train.	1	Auto running into front end of train.
1	Auto truck ran into box car.	6	Auto trucks running into side of train.
1	Auto truck crashing through lowered gates, running into side of train.	1	Auto ran into freight car being pushed over crossing.
1	Auto running through lowered gates, into side of box car.	1	Auto ran into front end of train.
1	Auto running through lowered gates into path of train.	1	Auto driver ran through lowered gates into side of train.
2	Autos running into electric car.	1	Auto ran through lowered gates and was struck by car being pushed into siding.
1	Auto running into end of railway hand-car.	1	Auto driver smashed through lowered gates in path of train.
1	Auto running into railway track motor.	21	Auto drivers failed to stop for crossing as required by law.
		10	Auto truck drivers failed to stop for crossing as required by law.
		2	Auto drivers disregarded watchman and drove on to track in path of train.
		1	Auto skidded on to track, due to slippery pavement, struck by train.
		1	Auto truck skidded on to track, owing to icy roadway.
		2	Excessive speed of auto.
		7	Auto drivers attempted to beat train over crossing.
		1	Auto stopped foul of track, struck by train.
		1	Auto truck failed to stop clear of crossing, struck by train.
		1	Auto with defective brakes.
		1	Auto truck with defective brakes;

STATEMENT No. 19.—Contributing factors involved in various classes of crossing accidents for six-year period—*Continued*

No.		No.	
1933—Concluded		1934	
27	Auto drivers failed to see or hear approaching train.	42	Autos running into side of trains.
4	Auto truck drivers failed to see or hear train.	10	Auto trucks running into side of train.
1	Auto truck—driver failed to hear train because of noise of truck.	1	Auto bus running into side of train.
1	Auto driver failed to see train, due to cars on siding.	11	Auto drivers failed to stop for crossing as required by law.
5	Auto truck drivers failed to see train.	7	Auto truck drivers failed to stop for crossing as required by law.
7	Auto drivers failing to take precautions, struck by train.	38	Auto drivers failed to see or hear train.
4	Auto truck drivers failing to take precautions, struck by train.	16	Auto truck drivers failed to see or hear train.
1	Auto driver failed to observe railway stop signals.	9	Auto drivers failed to see brakeman's signals.
1	Auto driver failed to hear or see signals—poor visibility; storm.	7	Auto drivers attempted to beat train over crossing.
1	Auto truck driver unable to stop—icy pavement.	2	Auto truck drivers attempted to beat train over crossing.
1	Auto truck—poor vision—foggy weather.	5	Autos stalled on crossing; struck by train.
1	Auto truck driver failed to obey wigwag signal.	5	Auto drivers failed to note crossing signal and bell ringing.
1	Auto driver attempted to cross track ahead of train.	2	Auto skidded on to crossing in front of train.
6	Auto drivers failed to look out for train.	2	Auto drivers failed to take precautions.
1	Auto driver under influence of liquor, struck by train.	1	Auto struck by train, crossing not properly flagged.
1	Auto driver not having car under control.	1	Auto drove through gates in lowered position, struck by train.
1	Motorcyclist not having machine under control.	1	Auto ran into rear of engine.
1	Auto driver failed to see train; snow on windshield.	1	Auto unable to stop account icy road, struck by train.
1	Auto driver's attention fixed on car ahead—struck by train.	1	Auto driver's view obstructed by cars on track; struck by train.
1	Auto stalled on crossing; struck by train.	1	Auto truck; carelessness of driver.
1	Auto truck driver failed to hear warning section foreman.	1	Auto truck—engine moved back on signal intended for truck.
1	Auto driver; claimed not to know bell and wigwag working.	1	Auto; failure of track motor operator to apply brake.
1	Auto driver mistaking brakeman's signal to engineer.	1	Auto; railway track motor unable to stop account slippery rail.
1	Auto driver failed to see cars stopped on crossing.	1	Auto; railway track motor failed to stop for crossing.
1	Auto driver failed to observe railway track motor.	1	Auto; towerman raised gates before auto reached crossing.
1	Railway track motor failed to stop for crossing, struck auto.	1	Auto driver under influence of liquor, struck by train.
1	Operator of railway track motor failed to exercise precautions.	1	Auto truck—railway gates lowered too late
1	Man jumped from auto, run over by train.	1	Auto truck driver drove on to crossing in front of train.
3	Drivers of H.D. vehicles, attempted to beat train over crossing.	1	Auto truck struck by flat car; brake released by boy and car ran away.
4	Drivers of H.D. vehicles failed to see or hear train.	1	Auto ran into side of railway track motor.
3	Drivers of H.D. vehicles failed to have horses under control.	1	H.D. vehicle ran into side of train.
1	Driver of H.D. vehicle attempted to clear crossing ahead of train.	5	Drivers of H.D. vehicles failed to see or hear train; struck by same.
1	Vehicle stalled on crossing, struck by train.	1	Driver lost control of horses.
5	Pedestrians failed to see or hear train, struck by same.	1	Driver fell asleep—struck by train.
1	Pedestrian found near track, under influence of liquor.	4	Pedestrians failed to see or hear train; struck by same.
1	Pedestrian ran in front of train to pick up key ring.	2	Pedestrians crawled under gates in protection position.
1	Pedestrian crawled under gates in protection position.	2	Pedestrians; deaf; failed to look out for train.
1	Pedestrian crossing in front of train slipped and fell.	1	Pedestrian passed between cars moving over crossing.
1	Pedestrian committed suicide.	1	Pedestrian misjudged track on which cars were moving; struck by train.
1	Man went to sleep lying on track; struck by train.	1	Pedestrian failed to hear watchman's signal.
		1	Pedestrian walked around gates in protection position; stopped foul of track; struck by train.
		2	Pedestrians tried to board train at crossing.
		1	Pedestrian walked into side of train.
		1	Pedestrian, lying on crossing, struck by train.
		1	Child walked on to crossing, struck by train.
		1	Boy fell off truck, struck by train.
		1	Bicyclist attempted to beat train over crossing; struck by same.

STATEMENT NO. 19.—Contributing factors involved in various classes of crossing accidents for six-year period—*Continued*

No.	—	No.	—
	1935		1936—Continued
49	Autos ran into side of train.	15	Auto trucks drove on to crossing in front of train and were struck.
12	Auto trucks ran into side of train.	5	Autos, excessive speed of, ran on to crossing in front of train.
18	Auto drivers failed to stop for crossing as required by law.	8	Autos stalled on tracks, struck by train.
13	Auto truck drivers failed to stop for crossing as required by law.	1	Auto truck stalled or was brought to a stop on crossing, struck by train.
44	Auto drivers failed to see or hear train, ran into path of same.	1	Auto truck—excessive speed of—skidded into side of train.
22	Auto truck drivers failed to see or hear train.	4	Auto drivers failed to regard wigwag warning.
6	Autos stalled on crossing struck by train.	3	Auto truck drivers disregarded wigwag signal, ran on to track ahead of train.
9	Auto drivers failed to heed bell and wigwag signal.	3	Auto drivers failed to keep sufficient lookout for train.
2	Auto drivers failed to obey flagman's signal to stop.	1	Auto driver failed to have car under control and skidded into engine.
1	Auto driver failed to observe stop sign.	1	Auto driver, car not under control, skidded on to crossing.
1	Auto driver failed to see flashlight signal, struck by train.	3	Auto trucks attempted to stop, skidded on to track in front of train.
1	Auto driver failed to look for train, though warned, ran into path of train.	2	Autos ran into pilot of engine.
1	Auto ran through gates in protection position.	1	Auto; collision between rail motor inspection car and auto.
2	Auto truck ran through gates in lowered position, struck by train.	1	Auto driver failed to observe sign and stop before attempting to cross tracks.
3	Excessive speed of autos.	1	Auto; violation of safety rules by section foreman, rail motor struck by auto.
1	Excessive speed of auto trucks.	1	Auto ran into side of hand car.
2	Defective brakes on auto.	1	Auto; trying to extricate auto from box car, second auto ran into first auto.
1	Defective brakes on auto trucks.	1	Auto ran into side of track motor.
9	Auto skidded on to track in path of train.	3	Auto drivers attempting to beat train over crossing, struck by same.
1	Auto drivers attempted to beat train over crossing.	2	Auto truck drivers attempting to beat train over crossing.
1	Auto driver lost control of auto, ran on to crossing in path of train.	1	Auto struck by track motor.
1	Auto driver passed over tracks, stopped, slid back, into path of train.	1	Auto struck rail motor which failed to stop.
1	Auto driver lost bearings in snow storm, struck by train.	2	Failure of track motor to comply with rules.
1	Auto driver mistook track motor for auto.	1	Auto driver in unfit physical condition.
1	Auto truck driver's foot caught between brake and clutch, unable to stop.	5	Autos; carelessness of driver.
1	Auto truck; man jumped off truck ran into path of train.	2	Auto truck drivers failed to observe necessary precautions.
2	Motorcycle ran into side of train.	1	Commercial truck driver failed to comply with law.
1	Drivers of H.D. vehicles failed to see or hear train, drove into path of train and was struck.	1	Auto driver disregarded crossing bell.
4	Driver H.D. vehicle, hearing defective; struck by train.	1	Auto driver failed to heed bell and light.
2	Pedestrians passed under gates in lowered position.	1	Auto driver disregarded trainman flagging crossing, ran into side of train.
2	Suicides; threw themselves under train.	1	Auto stopped clear of crossing; struck by second auto pushed into train.
4	Pedestrians walked into side of train.	1	Auto driver tried to avoid collision with train; turned auto into ditch and overturned.
1	Pedestrians failed to see or hear train; struck by train.	1	Auto skidded on icy road on to track in front of train and was struck.
1	Pedestrian failed to wait for train to clear crossing.	2	Auto trucks defective brakes.
1	Pedestrian deaf; walked in front of train.	1	Auto truck driver focusing attention on train in one direction, struck by train from opposite direction.
1	Pedestrian jumped off auto at crossing, struck by train.	1	Auto truck—recklessness of driver.
1	Pedestrian walked into path of train and was struck.	2	Auto trucks—occupants failed to observe approaching train.
1	Bicyclist; brakes defective, struck by train.	1	Auto truck; flag masts on track motor car fouled brakes.
1	Bicyclist; failed to observe warning signal; struck by train.	1	Driver of snow-go mistook headlight and plow for other lights.
	1936	1	Motor cycle driver ran into tramway.
44	Autos (1 without headlights) ran into side of train.	1	H.D. vehicle ran into side of train.
12	Auto trucks ran into side of train.	4	H.D. vehicles drove on to track in front of train and were struck.
19	Auto drivers failed to stop for crossing as required by law.	2	H.D. vehicles (boxed in sleighs) failed to see approaching train, were struck.
9	Auto truck drivers failed to stop for crossing as required by law.		
44	Autos drove on to crossing in front of train and were struck by same.		



STATEMENT No. 19.—Contributing factors involved in various classes of crossing accidents for six-year period—*Concluded*

No.	—	No.	—
	1936— <i>Continued</i>		1936— <i>Concluded</i>
1	H.D. vehicle attempted to beat train over crossing.	1	Pedestrian, deaf and dumb mental patient, walked into side of train.
1	H.D. vehicle, caught in crossing, struck by train.	1	Pedestrian ran across track into side of engine.
1	H.D. vehicle, horse unmanageable, ran on to crossing in front of train.	1	Pedestrian walked under gates in lowered position, struck by train.
1	H.D. vehicle, section crew failed to comply with regulation to stop before passing over crossing.	2	Pedestrians walked on to crossing in front of train and were killed.
1	Pedestrian, 2 year old child, sleeping on crossing.	3	Pedestrians walked on to crossing in front of train and were struck.
1	Pedestrian, boy, standing too close to train, endeavouring to touch it.	1	Pedestrian attempted to board moving train at crossing.
1	Pedestrian, boy playing in railway yards, struck by train.	1	Pedestrian failed to observe approaching train and was struck.
2	Pedestrians, deaf, stepped in front of train.	1	Pedestrian failed to heed warning of bell and wigwag, walked in front of train.
1	Pedestrian, deaf, 72 years old, walked into side of train.	1	Pedestrian, stepped in front of train, suicide.



## STATEMENT No. 21.—Number of freight cars inspected, showing cars defective for the year ended December 31, 1936

Railway	Cars inspected	Cars defective	Per cent defective	Defects grand total
Canadian National.....	40,410	2,536	6.27	3,129
Canadian Pacific.....	23,243	1,106	4.75	1,218
Sydney & Louisburg.....	47	3	6.38	3
Toronto, Hamilton & Buffalo.....	675	25	3.70	30
Northern Alberta.....	300	11	3.66	11
Esquimalt & Nanaimo.....	230	23	10.00	30
Michigan Central.....	1,645	22	1.33	23
British Columbia Electric.....	450	12	2.66	14
Pere Marquette.....	190	6	3.15	7
Temiscouata.....	7			
Great Northern.....	285	1	0.35	1
Dominion Atlantic.....	80	7	8.75	11
New York Central.....	30	3	10.00	3
Totals.....	67,592	3,755	5.55	4,480

## STATEMENT No. 22.—Defective safety appliances on freight cars reported by the Board's inspectors for the year ended December 31, 1936

## DRAWBARS AND PARTS

Coupler body defective.....	62
Guard arm short.....	1
Knuckle, or knuckle pin defective.....	35
Lock block defective.....	35
Keeper loose.....	1
Carrier iron loose.....	875
Total.....	1,009

## UNCOUPLING MECHANISM

Uncoupling lever defective.....	126
Uncoupling chain defective.....	182
End casting defective.....	28
Total.....	336

## HANDHOLDS

Handhold defective.....	244
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## HEIGHT OF COUPLERS

Coupler too high.....	3
Coupler too low.....	41
Total.....	44

Miscellaneous Total.....	546
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## AIR BRAKES

Reservoir defective.....	2
Reservoir loose.....	2
Triple valve defective.....	1
Cylinder defective.....	2
Cylinder loose.....	3
Cylinder and triple valve not cleaned within twelve months.....	619
Cylinder and triple valve not stencilled with date of cleaning.....	5
Cut-out cock defective.....	9
Release cock or release rod defective.....	77
Angle cock defective.....	53
Angle cock missing.....	3
Train pipe broken.....	7
Train pipe loose.....	41
Train pipe bracket missing.....	37
Cross-over pipe defective.....	2
Hose defective.....	12
Hose missing.....	8
Hose gasket missing.....	1
Retaining valve or pipe defective or missing.....	75
Brake rigging defective.....	747
Brake cut out.....	249
Total.....	1,955

## LADDERS

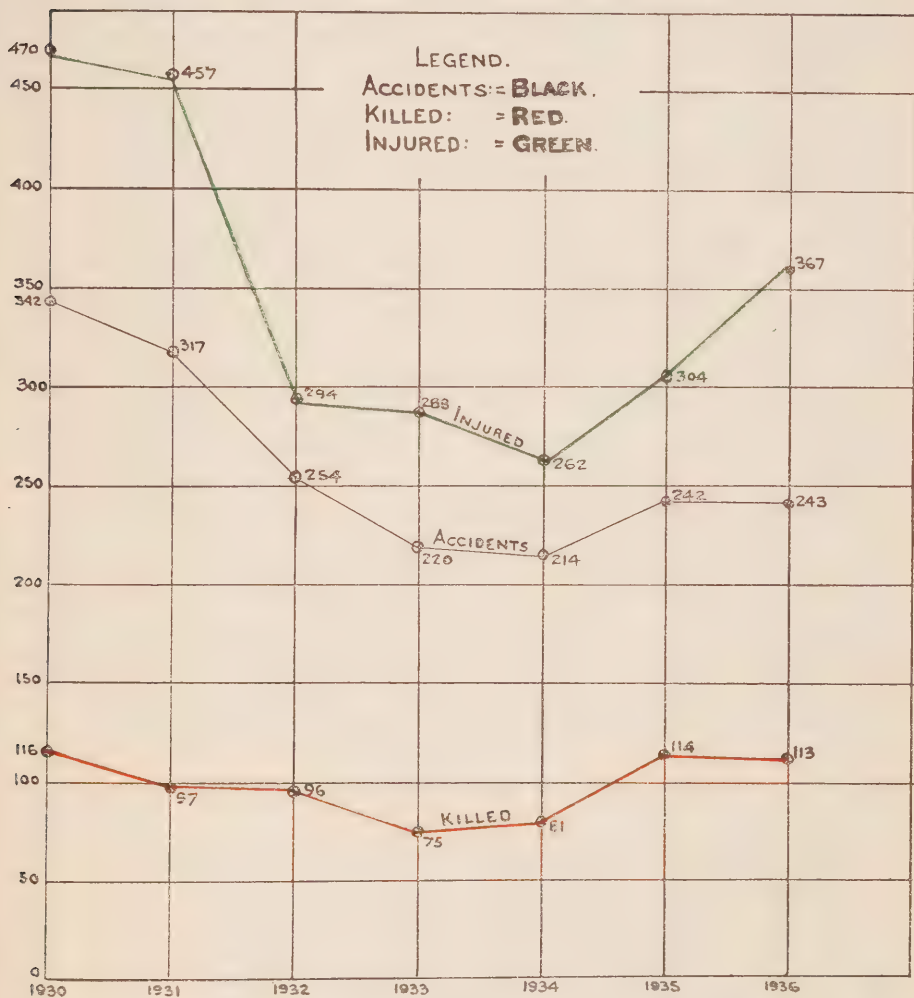
Ladders defective.....	142
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## SILL STEPS

Sill steps defective.....	204
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Grand Total.....	4,480
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STATEMENT No. 20- Graphic Chart showing number of accidents; number killed, and number injured at Highway Crossings, at grade.









STATEMENT No. 23.—Number of locomotives inspected, and number of defects, on the various railways, for the year ended December 31, 1936—*Continued*

Classification Number	—	C.N.R.	C.P.R.	A.C. & H.B.	B. & M.	C.V.R.	C.R. & C.C.	D. & H.	D.A.R. E. & N.	E.T.R.	G.N.R.	K.V.R.	M.C.R. & P.C.	M.C.R.	M.R. of M.	N.Y.C.
49.	Stay bolts broken.....	1	2													
50.	Steam pipes.....	3														
51.	Steam valves.....	6	1						1							
52.	Steps.....	58	6													
53.	Tanks, or tank valves.....	11	7													
54.	Telltale holes.....	6	4													
55.	Throttle or throttle rigging.....	1				2										
56.	Trucks, engine or trailing.....	9	1													1
57.	Trucks, tender.....	7	2													
58.	Valve motion.....	1														1
59.	Washout plugs.....	1														
60.	Water bar or combustion flues.....	6	1													
61.	Water bar or combustion flues.....	2														
62.	Water glass, fittings or shield.....	32	4								1					
63.	Wheels.....	25	13	1		3										
	Miscellaneous, signal appliance, badge plates, handbrakes.....	18														1
	Fire protective appliances.....	88	62	1		177				1	6			2	1	6
65.	Total defects.....	640	176	2		185			2	5	7			7	1	13
	Locomotives inspected.....	3,593	2,250	31	4	19	8	14	32	96	5			35	4	37
	Locomotives defective.....	486	135	2		11			2	1	7		2	5	1	6
	Percentage inspected found defective.....	13.53	6.00	6.45		57.90			6.25	1.04	33.33			14.29	25.00	16.22



STATEMENT No. 23. Number of locomotives inspected, and number of defects, on the various railways, for the year ended December 31, 1936—*Concluded*

Classifi- cation Number	—	N.P.R.	N.A.R.	N.C.R.	P.M.R.	Q.C.R.	Rut- land	S. & L.	Temis.	T.H. & B.	V.H. C.T.	Wab.	W.P. & Y.	Total defects
40.	Pilot or pilot beams.....													26
41.	Plugs or studs.....					1								3
43.	Rods, main or side, crank pins or collars.....													3
44.	Safety valves.....													13
45.	Sanders.....													11
46.	Springs or spring rigging.....					1								1
47.	Squirt hose.....													6
48.	Staybolts.....					4								14
49.	Staybolts broken.....					13								8
50.	Steam pipes.....							2						10
51.	Steam valves.....					1		2						65
52.	Steps.....		1											19
53.	Tanks, or tank valves.....					1								14
54.	Telltale holes.....					2								2
55.	Throttle or throttle rigging.....													10
56.	Trucks, engine or trailing.....													10
57.	Trucks, tender.....													1
58.	Valve motion.....													9
59.	Washout plugs.....				2									2
60.	Water bar or combustion flues.....													30
61.	Water glass, fittings or shield.....			1				2						45
62.	Wheels.....		1			1								
63.	Miscellaneous, signal appliance, badge plates, handbrakes.....													19
65.	Fire protective appliances.....			1		15	67	24		2	1	1		468
	Total defects.....		6	5	16	48	70	40		2	1	2		1,229
	Locomotives inspected.....	4	20	20	31	49	15	63	13	24	12	49	5	6,464
	Locomotives defective.....		3	3	8	12	6	35		1	1	2		728
	Percentage inspected found defective.....		15.00	15.00	25.81	24.49	40.00	55.56		4.17	8.33	4.08		11.26

STATEMENT No. 24.—Summary of reports on fires in forest sections originating within 300 feet of track along railway lines under the jurisdiction of the board, season of 1936

	Canadian Pacific (Eastern Lines) (a)	Canadian Pacific (Western Lines) (b)	Canadian National (Atlantic Region)	Canadian National (Central Region)	Canadian National (Western Region)	Algoma Central and Hudson Bay	Northern Alberta Railways	Great Northern Railway	Miscel- laneous Railways (c)	Totals
<i>Fires of Railway Origin—</i>										
<i>Number by causes—</i>										
Locomotive, Class A fires.....	6	30	3	2	4	2	2	2	2	53
Locomotive, Class B fires.....	9	16	2	15	7	2	1	1	3	56
Locomotive, Class C fires.....	1	7	.....	4	.....	.....	.....	.....	.....	13
Employees, Class A fires.....	2	1	2	1	1	.....	.....	.....	.....	7
Employees, Class B fires.....	2	7	1	6	2	2	.....	.....	.....	20
Employees, Class C fires.....	.....	3	1	1	4	.....	.....	.....	.....	11
Total, Class A fires.....	8	31	5	3	5	2	2	2	2	60
Total, Class B fires.....	11	23	3	21	9	4	1	1	3	76
Total, Class C fires.....	1	10	1	5	4	.....	2	1	.....	24
Total all Railway Fires.....	20	64	9	29	18	6	5	4	5	160
<i>Areas burned (acres)—</i>										
Young forest growth.....	8	325	19	130	4	.....	.....	.....	.....	489
Merchantable timber.....	3	28	.....	6	103	.....	.....	.....	3	140
Slashing or old burn.....	.....	416	1	42	30	.....	.....	25	.....	514
Other classes of land.....	29	57	.....	34	17	6	77	2	3	225
Total.....	40	826	20	212	154	6	77	27	6	1,368
<i>Value of property destroyed—</i>										
Young forest growth.....	.....	\$ 168	\$ 31	\$ 12	\$ 6	\$ 1	.....	.....	.....	\$ 218
Standing timber.....	.....	174	.....	14	54	.....	.....	.....	.....	242
Forest products.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
Other property.....	\$ 5	196	75	84	18	.....	.....	.....	.....	378
Total.....	\$ 5	\$ 538	\$ 106	\$ 110	\$ 78	\$ 1	.....	.....	\$ 5	\$ 843
<i>Known Causes other than Railway—</i>										
<i>Number by causes—</i>										
Campers and travellers, Class A fires.....	3	11	1	4	4	2	2	.....	3	30
Campers and travellers, Class B fires.....	6	6	.....	12	11	.....	1	1	.....	38
Campers and travellers, Class C fires.....	2	1	.....	3	1	.....	2	.....	.....	9
Settlers, Class A fires.....	.....	1	1	.....	1	1	.....	.....	.....	3
Settlers, Class B fires.....	1	1	.....	4	3	.....	1	.....	1	11



STATEMENT No. 24. Summary of reports on fires in forest sections originating within 300 feet of track along railway lines under the jurisdiction of the board, season of 1936—*Concluded*

	Canadian Pacific (Eastern Lines) (a)	Canadian Pacific (Western Lines) (b)	Canadian National (Atlantic Region)	Canadian National (Central Region)	Canadian National (Western Region)	Algoma Central and Hudson Bay	Northern Alberta Railways	Great Northern Railway	Miscel- laneous Railways (c)	Totals
<i>Known Causes other than Railway—Conc. Number by causes—Conc.</i>										
Settlers, Class C fires.....	1	5	1	1	3					10
Other known causes, Class A fires.....	1	3		5	3					12
Other known causes, Class B fires.....	1		1	2	1					5
Other known causes, Class C fires.....	4	17	2	5	7	3	2		3	43
Total, Class A.....	8	10		21	17		2	1	2	61
Total, Class B.....	3	1	1	5	2		2			14
Total, Class C.....	15	28	3	31	26	3	6	1	5	118
Total.....										
<i>Areas burned (acres)—</i>										
Young forest growth.....	233	8	30	1,024	6					1,301
Merchantable timber.....	14	4		2,010	6					2,010
Slashing or old burn.....	11	19	90	1,035	89		157		1	1,060
Other classes of land.....				448					6	1,820
Total.....	258	31	120	4,517	101		157		7	5,191
<i>Value of property destroyed—</i>										
Young forest growth.....	\$ 15	\$ 24	\$ 75	\$ 320	\$ 13					\$ 447
Standing timber.....				6,201						6,201
Forest products.....	3	1,160		815		166				2,144
Other property.....										
Total.....	\$ 18	\$ 1,184	\$ 75	\$ 7,336	\$ 13	\$ 166				\$ 8,792
<i>Fires of Unknown Origin— Number—</i>										
Class A.....	3	2		4	3		1			13
Class B.....	9	1	4	3	1	1	1			20
Class C.....	2				1		1			4
Total.....	14	3	4	7	5	1	3			37

*Areas burned (acres)—*

Young forest growth.....	4		10		700		85		805
Merchantable timber.....	67				300				300
Slashing or old burn.....	1,302	2		1	800				868
Other classes of land.....					502		2		1,809
<b>Total.....</b>	<b>1,373</b>	<b>2</b>	<b>10</b>	<b>7</b>	<b>2,302</b>	<b>1</b>	<b>87</b>		<b>3,782</b>
<i>Value of property destroyed—</i>									
Young forest growth.....									
Standing timber.....			\$ 10	\$ 5	\$ 875		\$ 425		\$ 1,315
Forest products.....				200	150				200
Other property.....	15		9	2					26
<b>Total.....</b>	<b>\$ 15</b>		<b>\$ 19</b>	<b>\$ 207</b>	<b>\$ 1,025</b>		<b>\$ 425</b>		<b>\$ 1,691</b>

(a) Includes Dominion Atlantic Railway.

(b) Includes Esquimalt and Nanaimo Railway.

(c) Includes following lines: Maine Central; Nipissing Central; Sydney and Louisburg and White Pass and Yukon Route Railways.  
 Class A fires are those which cover an area less than one-fourth acre, regardless of amount of damage.  
 Class B fires are those which cover an area of one-fourth acre to ten acres.  
 Class C fires are those which cover an area over ten acres.

STATEMENT No. 25.—Summary of fires of railway origin in forest sections, classified by causes, season of 1936.

Cause of Fire	Number of Fires				Forest Land Burned		Non-forest land burned		Damage to Forest Products		Damage to Other Property		Grand totals		
	Class			Total	Per cent	Acres	Per cent	Acres	Per cent	Acres	Per cent	Damage	Per cent	Area	Per cent
	A	B	C												
Locomotive.....	53	56	13	122	76.25	455	72.34	398	53.86		223	578	68.56	853	62.35
Employee.....	7	20	11	38	23.75	174	27.66	341	46.14		155	265	31.44	515	37.65
Totals.....	60	76	24	160	100.00	629	100.00	739	100.00		378	843	100.00	1,368	100.00

Class A fires are those which cover an area less than one-fourth acre, regardless of amount of damage.

Class B fires are those which cover an area of one-fourth acre to ten acres.

Class C fires are those which cover an area over ten acres.

STATEMENT No. 26.—Summary of reports of fires in forest sections originating within 300 feet of track along railway lines under the jurisdiction of the Board, season of 1936; showing by provinces the number of fires, areas burned and value of property destroyed by classified causes

Province	Fires of Railway Origin					Known causes other than Railway					Fires of Unknown Origin				
	No. of fires	Per cent for Prov.	Acres	Per cent for Prov.	Value \$	No. of fires	Per cent for Prov.	Acres	Per cent for Prov.	Value \$	No. of fires	Per cent for Prov.	Acres	Per cent for Prov.	Value \$
Nova Scotia.....	2	1.25	1	0.07	111	1	0.84	120	2.31	75	3	8.11	9	0.24	10
New Brunswick.....	10	6.25	21	1.54	335	13	11.02	426	8.21	437	1	2.71	67	1.77	9
Quebec.....	16	10.00	113	8.26	39.74	51	43.22	84.22	8.21	7,533	3	8.11	4	0.10	9
Ontario.....	49	30.63	558	40.79	8	0.65	6	4.37	8.21	7,533	20	54.04	1,313	34.72	222
Manitoba.....	6	3.75	4	0.29	153	18.15	3	2.53	34	0.66	2	5.41			
Saskatchewan.....	4	2.50	80	5.85	1	0.12	10	8.50	159	3.06	3	8.11	87	2.30	425
Alberta.....	10	6.25	80	5.85	235	27.87	32	27.12	31	0.60	5	13.51	2,302	60.87	1,025
British Columbia.....	60	37.50	540	39.47						1,184	13.47				60.62
Yukon Territory.....	3	1.87	3	0.22							5				
Totals.....	160	100.00	1,368	100.00	843	118	100.00	5,191	100.00	8,792	37	100.00	3,782	100.00	1,691

STATEMENT No. 27.—Comparative statement for the years 1923 and 1936, showing number of fires, areas burned and monetary damage caused by fires of railway origin; known causes other than railway; and fires of unknown origin, originating within 300 feet of track on railway lines classified as running through forested territory

Year	Forested Mileage	Number of Fires	Area Acres	Damage
				\$
1923.....	11,347	1,096	785,908	1,079,154 00
1936.....	14,030	315	10,341	11,326 00

## FIRES FROM RAILWAY AND UNKNOWN CAUSES COMBINED

1923.....	11,347	1,013	640,755	925,850 00
1936.....	14,030	197	5,150	2,534 00

## FIRES OF RAILWAY ORIGIN (ONLY)

1923.....	11,347	861	424,407	681,781 00
1936.....	14,030	160	1,368	843 00



## APPENDIX "D"

## RECORDS BRANCH

STATEMENT showing the applications made to the Board under the various sections of the Railway Act, for the year ended December 31, 1936

Sections of the Railway Act	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Rescinding of Orders, Sec. 34.....		3	2	1	1		4	3	3	3	2	10	32
Rules and Reg., Secs. 34, 281, 287, 290, 296.....					1	2		1		2	1		7
Extension of time, Sec. 41.....			1		1			1	2	1		1	7
Amalgamation agreements, Secs. 151, 153.....													1
Traffic agreements, Sec. 154.....	1			3			1				1	3	9
Location of line, Secs. 167-177.....		1			1	1	1		1	2	1		1
Dev. of line, Sec. 178.....		1							1				1
Mines and minerals, Secs. 194-198.....								1	1				2
Stations, Sec. 188.....	2		1	4	5	2	2	2	2	3	7	1	31
Station accommodation, Station agents.....	4	6	10	4	6	4	6	4	7	3	1	2	57
Exprop. of lands, Secs. 189-192.....													2
Appeals to Supreme Court and G.-in-C.....			1	1			1		1				2
Int. economy of the Board.....	2			1			10	4	10	2	4	5	64
Branch lines, Secs. 180-187.....	5	6	1	9	1	5	1			1	2		13
Removing Ind. Spurs, Secs. 187 and 398.....					2	2		3	2	3			15
Farm crossings, Secs. 272-273.....	1	1		1	2	2				2			6
Canals, ditches, etc., Secs. 268-271.....				1	2	5							37
Culverts, Sec. 269.....			1	1		1							4
Cattle guards, Sec. 274.....		34		1		2		1					2
Water pipes, Sec. 269.....				2	1								3
Gas pipes, Sec. 162.....			2										2
Ry. crossings and junctions, Secs. 252-254.....				1	1	1	4			1	1		13
Interlocking appliances, Sec. 252.....		1	2		1	1	17	13	11	3		8	174
Highway crossings, Secs. 255-267.....	11	9	15	9	22	18	2			12	29		19
Highway Diversion, Sec. 256.....		1	4	4	2	1	2	4	4	1	3		19
Protection at crossings, Secs. 257-267.....	2	22	14	21	15	3	16	16	16	19	14	20	178
Accident reports, Secs. 285-286.....	37	32	41	28	26	39	50	41	41	62	47	60	504
Compensation for damage, Secs. 213-221.....								1					1
Telg. and Tel. lines, Sec. 367.....			1			1					2	1	5
Telephone wire crossings, Sec. 372.....		1				1			1	1			4
Power wire crossings, Sec. 373.....				1			1		1		1		4
Telephone agreements, Sec. 375.....		2	2	1	2	10	1	3	1	3	4	3	33
Fencing of right of way, Sec. 374.....		37	2	1	2	3	4	4		2	2		58
Interlocking at Bridges, Sec. 305.....													1
Bridges, Secs. 249-251.....	16	18	2		2	4		4	9	13	5	1	74
Tunnels, subways, Secs. 249-251.....	2		8	1	5	1	3	3	2	3	1		31

[illegible]

## APPENDIX "E"

## RECORDS BRANCH

LIST of cases appealed to the Supreme Court of Canada, from February 1, 1904 to December 31, 1936

File No.	Subject	Decision
643	Montreal Terminal Ry. Co. vs. Montreal Street Ry. Co., Pius IX Ave., Jurisdiction.....	Allowed.
1455	James Bay Ry. Co. vs. G.T.R. Co. undercrossing at point near Beaverton, Ont., Lot 13, Con. 7, Twp. of Thorah.....	Dismissed.
1492	James Bay Ry. Co. vs. G.T.R. Co. crossing Belt Line Spur. Question of Law.....	Dismissed.
383	Ottawa Electric Ry. Co. and City of Ottawa, Ont. vs. Canada Atlantic Ry. Co. re Bank Street Subway, Ottawa. Question of Law.....	Dismissed.
1621	Toronto Ry. Co. against Order 7813, July 3, 1909, re high level bridge over Don Improvement and tracks of G.T.R. Co. and C.P.R. Co., Toronto, Ont. Question of Jurisdiction.....	Dismissed.
589	Re Toronto Union Station, A. R. Williams, expropriation. Question of Jurisdiction.....	Dismissed.
C. 1680	Essex Terminal Ry. Co. and W. E. & L. S. R. Ry. Co. crossing in Twp. of Sandwich, Ont., Question of Law.....	Dismissed.
C. 1309	Robinson vs. G.T.R. Co. Two-cent rate. Question of Law.....	Dismissed.
689	C.P.R. Co. vs. G.T.R. Co. re branch line at London, Ont. Question of Jurisdiction.....	Dismissed.
1497	T. D. Robinson vs. C.N.R. Co. Spur at Winnipeg, Man. Question of Jurisdiction.....	Dismissed.
9527	Montreal Street Ry. re rates, Mount Royal Ward. Question of Jurisdiction.....	Allowed.
C. 1419	Ontario Department of Agriculture vs. G.T.R. Co. re station at Vineland, Ont. Jurisdiction.....	Dismissed.
C. 3322	Re Toronto Viaduct Appeal of C.P.R. Co. Question of Law.....	Dismissed.
C. 4897	Re fencing and cattleguards, Order 7473, Appeal of C.N.R. Co. Jurisdiction.....	Allowed.
C. 4492	City of Toronto, Ont., vs. G.T.R. and C.P.R. Cos. re commutation rates. Question of Law.....	Withdrawn.
C. 3378	City of Ottawa, Ont. and County of Carleton, Ont. re. Richmond Road Viaduct. Jurisdiction.....	Dismissed.
C. 3545	G.T.R. Co. and C.N.O.R. Co. re spur in Carboro Twp., Ont. Jurisdiction.....	Dismissed.
13079	G.T.R. Co. vs. British American Oil Co. re oil rates. Question of Law...	Dismissed.
C. 3269	G.T.P.R. Co. vs. City of Fort William, Ont., re location. Jurisdiction.....	Dismissed.
1319	N. St. C. & T. Ry. Co. vs. Davy. Jurisdiction.....	Allowed.
11965	Clover Bar Coal Co. and Wm. Humberstone vs. G.T.P.R. Co. and the Clover Bar Sand and Gravel Co. Jurisdiction.....	Dismissed.
15580	Regina Rates Case. Question of Law.....	Dismissed.
12682	G.T.P.R. Co. vs. A. E. Purcell of Saskatoon, Sask. Jurisdiction.....	Dismissed.
17963	C.P.R. Co. vs. British American Oil Companies. Jurisdiction.....	Dismissed.
C. 3269	G.T.R. and C.P.R. Cos. vs. Canadian Oil Companies. Jurisdiction.....	Dismissed.
15530-1	B.C. Elec. Ry. Co., V.V. & E. Ry. Co. vs. City of Vancouver, B.C. Jurisdiction.....	Dismissed.
20062	N.B. Chambers and W. E. C. Phair vs. C.P.R. Co. Jurisdiction.....	Allowed.
27095	C.N.R. Co. vs. Wm. A. Taylor. Jurisdiction.....	Dismissed.
1487	G.T.R. Co. vs. City of Edmonton, Alta. Question of Law.....	Dismissed.
18578	Montreal Tramways and M.P. & I. Ry. Co. vs. Lachine, Jacques Cartier and Maisonneuve Ry. Co. Jurisdiction.....	Allowed.
19435	City of Hamilton, Ont. vs. T.H. & B. Ry. Co. Jurisdiction.....	Allowed.
14329-9	G.T.R. Co. vs. Hepworth Silcon Pressed Brick Co. Question of Law.....	Dismissed.
23009	Toronto Ry. Co. and City of Toronto, Ont. vs. C.P.R. Co. Law and Jurisdiction.....	Dismissed.
21428	City of Edmonton, Alta. vs. E. D. & B.C. Ry. Co. Question of Law.....	Dismissed.
12021-70	Ingersoll Tel. Co. et al vs. Bell Tel. Co. Question of Law.....	Dismissed.
9437-153	G.T.R. Co. vs. Bourassa of Laprairie, Que. Question of Law and Jurisdiction.....	Withdrawn.
C. 3936	G.N.W. Telg. Co. submit for opinion of Court, a question of law involved in matter of General Order No. 162.....	Abandoned.
16171	Gov't. of Manitoba and J. S. Ashdown Hardware Co., re 15% increase in freight rates. Jurisdiction.....	Abandoned.
27524	C.P.R. Co. vs. Dep't. of Public Works for Ontario re crossing in Twp. of Kirkpatrick. Question of Law.....	Withdrawn.
13622	E. & N. Ry. Co. re right of City of Victoria, B.C. to have access over bridge at Victoria Harbour. Jurisdiction.....	Abandoned.
27840	Munic. of Burnaby, B.C. vs. B.C. Elec. Ry. Co. re commutation rates. Jurisdiction.....	Abandoned.
26981		
11118		
28439		

## RECORDS BRANCH

List of cases appealed to the Supreme Court of Canada, from February 1, 1904 to December 31, 1936—*Continued*

File No.	Subject	Decision
28950	City of Toronto vs. Toronto Terminal Ry. Co. re pressure pipes under Bay, Scott and Yonge Sts., Toronto, Ont. Question of Law.....	Dismissed.
C. 3378	Application of Mr. Wagenast for a stated case in re Brampton commutation rates. Question of Law.....	Dismissed.
C. 2987	Ottawa Elec. Ry. Co. re passenger rates. Jurisdiction.....	Allowed.
21404-6	Board submits stated case for the opinion of the Court. Question of jurisdiction in matter of B.C. Elec. Ry. Co.'s application for increased rates.	Abandoned.
28140	C.P.R. Co. re application of Dept. of Lands, Forests and Mines of Ontario in matter of overhead crossing between lots 6 and 7, Con.1, Eston Twp., Ont.....	Allowed.
30381	V.V. & E. Ry. & Nav. Co. vs. Vancouver Harbour Commissioners and the C.N. Rys. re Order 31647, dated Oct. 15th, 1921. Jurisdiction....	Dismissed.
31351-1	Luscar Collieries Ltd. vs. N. S. McDonald and the C.N. Ry. Jurisdiction.	Dismissed.
32812-1	Governments of Alberta, Saskatchewan and Manitoba from General Order 408 re Crows Nest Pass Rates.....	Allowed.
34285	C.N.R. Co. against Orders 39348, 39349 and 39542 re through rates via Saint John and Sainte Rosalie Gateways. Appeal allowed in respect of movements through Saint John and dismissed in respect of movements through Sainte Rosalie.....	Allowed. (partly).
24822	Toronto Transportation Commission from Order No. 40120 re bridge over C.N. Rys. tracks at Main St., Toronto, Ont.....	Dismissed.
4000-3	Montreal Tramways Co. against Order 42501 as amended by Order 42773. Jurisdiction.....	Dismissed.
16645-73	C.N. Rys. from Order 41945 re opening for traffic portion of its line Willingdon to Strathcona, Alta. Law and Jurisdiction.....	Dismissed.
6713-213	B.C. Elec. Ry. Co. from Order 42808, dated June 1929. Jurisdiction.....	Dismissed.
34123-74	Gov't. of Alberta from Order 45846, re tariffs on grain and flour to Fort William, Westport and Armstrong and to Vancouver. Question of Law..	Dismissed.
9437-319-7	M.L.H. & P. Consolidated, B.T. Co., Montreal Tramways Co. and the Montreal Tramways Commission from Order 45410, re subway at D'Argenson St., Montreal. Law.....	Dismissed.
9437-319-13	M.L.H. & P. Consolidated, B.T. Co., Montreal Tramways Co. and Montreal Tramways Commission, from Order 45427 re subway on Saint Antoine St., Montreal, Que. Question of Law.....	Dismissed.
9437-319-16	M.L.H. & P. Consolidated, City of Montreal and B.T. Co. against Order 46203, re application of C.N. Rys. to cross highways and road allowances in Montreal and other municipalities, etc., with a proposed line between Longue Pointe and Eastern Junction, Que., Law and Jurisdiction.....	Dismissed.
32453-11	B.T. Co. against Order 46083 re Saint Clair Ave. Subway, Toronto, Ont. (C.N. Rys.) Law and Jurisdiction.....	Dismissed.
20161	B.T. Co. against Order 45813, re grade separation in Hamilton, Ont. Law and Jurisdiction.....	Dismissed.
C. 4704	Canadian Electrical Association and the Hydro Electric Power Commission of Ontario against General Order 490, amending rules for wires erected along and across railways. Law and Jurisdiction.....	Dismissed.
27929-40	Pere Marquette Ry. Co. and Lake Erie and Detroit River Ry. Co. from Order 48736. Jurisdiction.....	Allowed.
37756	City of Toronto, Ont., against Order 47430, re Eglington Ave. Bridge in the Village of Forest Hill, Ont. Jurisdiction.....	Allowed.
26782-21	Quebec Ry. L. & P. Co. from Order 48062, re Charlesbourg Road Subway, Quebec, Que. Law and Jurisdiction.....	Dismissed.
35594	City of Windsor, Ont. from Order 50037, re bridge over C.N. Rys. on Sandwich St., Walkerville, Ont. Jurisdiction.....	Dismissed.
38702	C.P.R. Co. vs. C.N. Rys. against Order 50139, in matter of an agreement dated Jan. 29, 1929. Question of Law.....	Dismissed.
38556	Elizabeth Berg and Penn Coals, Ltd., against Order 49760, re compensation in respect of coal mines and minerals in and under right of way of the Northern Alberta Railways Co.....	Dismissed.
17716	City of Montreal, Que., against Order 50840 re removal by C.P.R. Co. of structures and works erected at certain streets in City of Montreal along proposed branch line to be built through Prefontaine, Maisonneuve and Mercier Wards and never completed. Question of Law.....	Dismissed.
588-59	City of Toronto, Ont., from Order 51820 as amended by Order 51846, re subway structures at Carlaw and Gerrard Streets. Jurisdiction.....	Dismissed.
38839	Board submits stated case for the opinion of the Supreme Court of Canada, pursuant to the provisions of Sec. 43 of the Ry. Act, re application of C.P.R. Co. in matter of highway crossing about 300 feet south of the railway yards at Angliers, Que., and Board's Order No. 51463, dated Oct. 25, 1934.....	Pending.



## RECORDS BRANCH

LIST of cases appealed to the Supreme Court of Canada, from February 1, 1904 to December 31, 1936—*Concluded*

File No.	Subject	Decision
34822-40	Provinces of Nova Scotia, New Brunswick and Prince Edward Island, the Transportation Commission of the Maritime Board of Trade, the Halifax Board of Trade, the St. John Board of Trade, the Perth County Board of Trade, the Victoria County Board of Trade, Associated Shippers of New Brunswick, the Prince Edward Island Potato Growers' Assn., Porter Bros. Limited and Austin Scales from the Judgment of the Board dated Jan. 3, 1936, and Order No. 52644, dated Jan. 7, 1936, granted thereon, re rates on potatoes. Law and Jurisdiction.....	Pending.

## SUMMARY

Dismissed.....	48
Allowed.....	13
Abandoned.....	5
Withdrawn.....	3
Pending.....	2
Total.....	71

LIST of appeals to the Governor in Council February 1, 1904 to December 31, 1936

File No.	Subject	Decision
389	Bay of Quinte Ry. crossing C.P.R. at Tweed, Ont.....	Allowed.
1455	James Bay Ry. Co. vs. G.T.R. Co. crossing near Beaverton, Ont.....	Dismissed.
1781	G.T.R. Co. vs. City of Chatham, Ont. Street crossings.....	Dismissed.
12992	Maniwaki branch, C.P.R. train service from Ottawa.....	Referred back.
2030	Re: tariffs of certain Yukon Railways.....	Dismissed.
17716	C.P.R. Co.—Longue Pointe spur through Town of Maisonneuve, Que.....	Dismissed.
18787	South Hazelton Townsite vs. G.T.P.R. Co.....	Referred back.
3452-30	J. Y. Rochester vs. G.T.P.R. Co. re Cameron Bay.....	Dismissed.
12912	Park Ave. Subway, Saint Louis, Que.....	Dismissed.
17040	Lambton to Weston Spur and C.P.R. Co.....	Abandoned.
C. 3322	Toronto Viaduct Case.....	Dismissed.
12021-70	City of Toronto re North Toronto Grade Separation.....	Dismissed.
16177	C.P.R. Co. vs. Mountain Lumber Manufacturers' Ass'n. re lumber rates.....	Withdrawn.
19024	Charles Miller of Toronto vs. G.T.P.R. Co. Re: station at Prince George, B.C.....	Dismissed.
17716-10	C.P.R. Co. vs. Town of Maisonneuve, Que., highway crossing.....	Dismissed.
22681-25	City of Montreal, Que., vs. C.N.R. Co. siding across Stadacona and Marlboro Streets, Montreal, Que.....	Abandoned.
21418	City of Prince George, B.C., re location of G.T.P.R. Co. station between Oak and Ash Streets.....	Dismissed.
21660	C.N.O.R. Co. vs. Twp. of Loughboro, Ont.....	Dismissed.
26169	C.P.R. and C.N.R. Cos. re interswitching at Eastern Public Cattle Market, Montreal, Que.....	Abandoned.
17040	C.P.R. Co. re Lambton to Western Spur. (2nd appeal).....	Referred back.
27693	City of Hamilton, Ont., vs. G.T.R. Co. re passenger service on Northern and N.W. Bch. between Hamilton and Burlington Beach and Town of Burlington.....	Abandoned. n
27840	Winnipeg Board of Trade re 15% increase in freight rates.....	Dismissed.
28439-3	Town of Saint Lambert, Que. re increase in rates on the M. & S.C. Ry.....	Dismissed.
28230	City of Hamilton, Ont., re Kinnear Yard.....	Referred back.
29040-2	National Dairy Council of Canada on behalf of Ice Cream Manufacturers re classification of ice cream.....	Referred back.
C. 955	Proprietors' League of Montreal, Que., re increase in Bell Telephone Co's rates.....	Dismissed.
30434	City of Windsor, Ont., against Order 30028 re C.P.R. freight shed across Caron Ave., Windsor, Ont.....	Dismissed.
29996	City of Toronto, Ont. against General Order 308, re general increase in freight rates.....	Referred back.
C. 955	City of Toronto, Ont., re increase in rates of the Bell Tel. Co.....	Referred back.

List of appeals to the Governor in Council February 1, 1904 to December 31, 1936—*Concluded*

File No.	Subject	Decision
23092-2	C.N.Q. Ry. Co. against Order 31312 re crossing, Pointe aux Trembles Ry. at Pointe aux Trembles, Que.	Referred back.
30380	City of Toronto, Ont. re express rates.	Dismissed.
30380-13	National Dairy Council of Canada re 20% increase in cream rates.	Referred back.
17112-27	Dominion Millers' Ass'n. in the matter of flour arbitraries over wheat for export.	Dismissed.
29040-2	National Dairy Council of Canada re express classification of ice cream.	Dismissed.
30686-2	Provinces of Alberta and British Columbia against General Order 366, railway tolls.	Referred back.
30380-13	National Dairy Council of Canada re 20% increase in cream rates.	Allowed.
3023-16	N. St. C. & T. Ry. Co. re location of its line on Oak and Merritt Streets, Merriton, Ont.	Withdrawn.
C. 955-71	The Government and Attorney General of Ontario, the Cities of Montreal, Toronto, Hamilton, Ottawa and Brantford and the Union of Canadian Municipalities from Board's Order No. 38777, re telephone rates.	Dismissed.
32812-1	Governments of Alberta, Saskatchewan and Manitoba re Crows Nest Pass Rates.	Allowed.
9754-22	Canadian Shippers' Traffic Bureau against Order 36646, re claim against G.T.R. Co. in matter of freight overcharges.	Dismissed.
30686-2	Governments of Alberta and Saskatchewan re rates on grain and flour to the Pacific Coast for export.	Referred back.
34123	United Farmers of B.C., Fraser Valley District Council, re General Order 448 and freight rates on grain and grain products moving over C.P.R. and C.N. Rys.	Dismissed.
490-3	Consumers Glass Co., Ltd., Montreal, Que., re freight rates on glass bottles and jars.	Pending.
38316	Lakeside Milling Co. Ltd., Toronto, Ont., on behalf of itself and all other inland grain millers in Ontario re tariffs on grain and grain products.	Pending.
36800-1	Employees of Michigan Central Ry. Co. (N.Y.C. R.R. lessee) at Montrose, Ont. and others, from Order 48890 in matter of alleged abandonment of the Montrose yards.	Dismissed.
38625	Parish of Notre Dame du Bon Conseil, Que., vs. C.N. Rys. against Order 50719, crossing at Mitchell station, Que.	Pending.
39310-9	Town of Nicolet, Que., and His Worship Mayor H. N. Biron of Nicolet, from Order 53417 re abandonment of operation of that portion of the Nicolet Subdivision of the C.N.R. between St. Leonard Junction and Nicolet.	Pending.
24271-1	The Attorney General of the Province of British Columbia, the Fraser Valley Surrey Farmers' Co-operative Ass'n. and the District E Farmers' Institute of B.C., against Order 51669, re reduction in freight rates on feed grain and mill feeds.	Dismissed.
39309-3	Province of New Brunswick against Order 52453, re application of C.P.R. Co. as lessee and exercising the franchises of the N.B. Southern Ry. Co. for permission to abandon operation of that portion of the N.B.S. Ry. known as the Shore Line Subdivision, between Shore Line Junction and Bonny River, a distance of 28-8 miles.	Dismissed.

## SUMMARY

Dismissed.....	25
Allowed.....	3
Referred back.....	11
Withdrawn.....	2
Abandoned.....	4
Pending.....	4
Total.....	49

## APPENDIX "F"

GENERAL ORDERS AND CIRCULARS ISSUED BY THE BOARD  
DURING THE YEAR ENDED DECEMBER 31, 1936

## GENERAL ORDER No. 550

*In the matter of issuance of free or reduced rate transportation by railway companies within the legislative authority of the Parliament of Canada.*

File No. 496.27

MONDAY, the 3rd day of February, A.D. 1936.

Hon. H. GUTHRIE, K.C., *Chief Commissioner.*

S. J. McLEAN, *Assistant Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

Hon. T. C. NORRIS, *Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

In pursuance of the powers conferred upon it by section 345 of the Railway Act and of all other powers possessed by the Board in that behalf,—

*The Board doth order and direct:*

(1) That the railway companies subject to the jurisdiction of the Board be, and they are hereby, permitted, until further order, direction, or permission of the Board, to issue free transportation only to the persons, and subject to the limitations and restrictions, if any, as set out below, namely:—

1. Destitute or homeless persons transported by charitable societies and the necessary agencies employed in such transportation.
2. Directors, officers, agents, and employees of the railway company issuing, or their families.

Part-time medical officers may be furnished with annual passes confined as to use in the territory embraced within such officer's appointment and duties; also including where, in the opinion of the Chief Medical Officer, it is necessary, the nearest town or city outside of such officer's district where there is adequate hospital accommodation, and, in some cases, to cover the journeys that such officers may have to make to some adjacent division or headquarters point. (See Note.)

In addition to the foregoing, these medical officers and wives and dependent members of their families may be granted the privilege of trip passes once a year to any point on the company's line, or, for special reasons, such additional number of passes not exceeding four, as the railways may consider justified by the circumstances.

NOTE.—Where territorial application of medical officer's annual pass extends beyond the boundary of the district covered by his appointment, a brief explanation in each case for the extension to be reported to the Board for the purpose of record.

Annual passes may be furnished watch inspectors only when required to travel officially on such duties and should be confined as to use in the territory embraced within such inspector's official duties (unless authority obtained from the Board for reasonable extension thereof to some point beyond on account train service, etc.)



In addition to the foregoing, the railway may issue trip passes once a year to any point on the company's line to watch inspectors and their wives and dependent members of their families; no trip passes in excess thereof to be issued except as the Board may authorize on application of the railway.

Trip passes may be furnished bona fide and established tourist and travel agents and their full-time salaried employees travelling with the concurrence of the railway, to service and/or solicit traffic for the issuing railway.

3. Former employees of railway and transportation companies, as follows:—
  - (a) Such retired, pensioned, furloughed, or superannuated officers and employees of railway and transportation companies as are carried on the company's official records of such retired, pensioned, furloughed, or superannuated officers and employees, and dependent members of their families;
  - (b) Officers and employees who have become disabled and infirm in the service of the railway and transportation company, and dependent members of their families;
  - (c) Dependent members of families of deceased officers or employees of railway and transportation companies;
  - (d) Remains of deceased officers or employees of a railway or transportation company, or of dependent members of their families.
4. Officers (not including directors), agents, and employees of other railways or transportation companies, and their families.
5. Officers and employees of traffic associations and similar joint agencies maintained by, or on behalf of, carriers, and their families; retired officers and employees of such organizations and dependent members of their families; and dependent members of the families of deceased officers and employees of such organizations.
6. Between points within the province, to members of the provincial legislatures during term of office.
7. Dependent members of the families of members of the Senate; and dependent members of the families of members of the House of Commons, until ten days after date of dissolution of Parliament.
8. Officers and employees of the railway branch of the Department of Railways and Canals, and their families; to be restricted in the case of officers and employees not holding annual passes to one trip pass per calendar year when on annual vacation leave, except in special cases, such as death or serious illness in the immediate family, or when travelling on business of the railway branch of the department.
9. Governor-General, and staff, and families.
10. Members of the Interstate Commerce Commission of the United States, and the officers and staff of such commission.
11. Officers, agents, and employees of telegraph, telephone, and cable companies, and their families.
12. Members of the press.
  - (a) Free transportation to be restricted to members of the Canadian Press, or press associations, and not to include press representatives of a foreign country entering or travelling in Canada, except when authorized by the Board. Representatives of a foreign newspaper resident in Canada will be governed by the regulation for the Canadian Press as set out in (b) hereof;



- (b) Free transportation for representatives of the Canadian Press, or press associations, other than a senior executive officer, to be confined to salaried members of the editorial staff of press associations, newspapers, and magazines of standing. For transportation issued under this paragraph, receipt to be obtained by the railways from the person to whom issued, stating name, occupation, name of association or publication, territory over which pass is issued, and for what purpose it is required.
13. Deputy ministers of departments of the federal Government, and those having the rank of deputy ministers.
  14. Private secretaries of ministers of the Dominion Government, of the Speakers of the Senate and House of Commons, and of the Leaders of the Government and official Opposition in the Senate and House of Commons.
  15. Agents of the Immigration and Colonization Departments of provincial Governments actually accompanying parties of immigrants from the Atlantic seaboard to points within their respective provinces, or when travelling to the seaboard for this purpose.
  16. Departments of Immigration and Customs of the United States, for such representatives of the departments as may be required by the Commissioner or Deputy Commissioner of Immigration, or Collector or Deputy Collector of Customs in charge of the district.
  17. Immigration and Colonization Department of Canada—to immigration officers as may be required in connection with their official duties; also one immigration officer of each of the Provincial Governments, as directed by the minister.
  18. Dominion and provincial agricultural demonstration cars and necessary attendants.
  19. One chief inspector, and six inspectors of live stock cars and yards of the Department of Agriculture of the Dominion Government; the free transportation to the six inspectors to be limited to the territory in which each inspector is officially required to travel.
  20. Canadian Forestry Association's demonstration car and necessary attendants, also demonstration sets in regular baggage car service.
  21. Shipments of fish eggs, fish fry, fingerlings and parent fish, of sporting fish varieties only, and attendants in charge, when made by Dominion or Provincial Governments; Dominion or Provincial Governments' fish cars when engaged in the transportation of such shipments; and return of attendants, fish cars and empty containers used in connection with the transportation of such shipments.
  22. Railroad Y.M.C.A. officers and employees bona fide engaged in railway work, and dependent members of their families, over railway upon which railroad branch of the Y.M.C.A. at which employed is located; also such general officers of the Y.M.C.A. as are bona fide engaged in railway work.
  23. Fire rangers within their respective districts, employed by Provincial Governments, when authorized by the Board.
  24. Forest officers, Dominion Government, appointed to patrol along a line of railway under construction or in operation through the district for which they are appointed and while in the discharge of their duties.

25. Board of Grain Commissioners.—For the commissioners, the secretary of the Board, the chief inspector, and the assistant chief inspector, the chief weighmaster and assistant chief weighmaster, and free transportation within the Western Division for the assistant grain commissioners and within the Eastern Division for the principal inspection officer under the board in that division.
26. Department of National Revenue.—Officers examining baggage, inspectors and their assistants, and other duly accredited officials of the Department of National Revenue, when required by the minister.
27. Post Office Department.—Persons travelling with mail on postal service, or any duly accredited official of the Post Office Department when required by the Postmaster General.
28. Police—when sworn in under section 449.
29. Lieutenant-Governors and members of the provincial cabinets of the various provinces, over all lines in Canada during term of office.
30. Canadian Radio Broadcasting Commission—  
Chairman,  
Two Commissioners,  
Permanent secretary.
31. Ex-ministers of the Department of Railways and Canals, and ex-members of the Board of Railway Commissioners, and dependent members of their families; and such ex-officers of the Railway Branch of the Department of Railways and Canals and of the Board of Railway Commissioners, and dependent members of their families, as the Board may authorize on application of the railways; and dependent members of the families of members of the Board and such officers and staff of the Board as the Board may determine.
32. General officers of railway labour organizations who devote substantially all their working time to railway matters, and dependent members of their families.
33. Ministers Plenipotentiary and Envoys Extraordinary for the Dominion of Canada, Canadian High Commissioner in England, and dependent members of their families.
34. Transportation under contracts, or for services rendered to the company by experts representing the vendor.
  - (a) No free transportation shall be given to persons or corporations holding contracts with railways, save and except in cases when the contract so provides and, in any such case, free transportation shall be confined to persons actually and actively engaged in carrying out the said contract. The company shall, on request of the Board, furnish full particulars to justify the issuance of such transportation, including, when requested, that portion of the contract concerning free transportation;
  - (b) A carrier using a commodity, appliance, or apparatus, with respect to which it desires the services of an expert or experts representing the vendor of such commodity, appliance, or apparatus to ensure the proper use, maintenance, or operation thereof, may give free transportation to such persons, but only for this purpose and to the extent necessary in the performance of that duty.

(2) That the periodical returns to be filed with the Board, as required by section 345 of the Railway Act, duly verified by affidavit as prescribed by section (3) hereof, shall contain the following particulars:—

1. A general statement indicating the number of annual and trip passes and reduced rate transportation issued under each respective series to—

- (a) The directors of the company and their families;
- (b) The officers, agents, and employees of the company whose names are at the time of the issue of transportation carried on the pay-roll of the company and who devote their time exclusively to the performance of duties on behalf of the company, and their families;
- (c) The officers, agents, and employees of other railway and steamship companies whose names are at the time of the issue of transportation carried on the pay-roll of such companies and who devote their time exclusively to the performance of duties on behalf of such companies, and their families, upon the application of the officer authorized to make requests for free transportation;
- (d) Retired, pensioned or superannuated officers and employees as are carried on the company's official records, and dependent members of their families;
- (e) Dependent members of the families of deceased officers or employees; and remains of deceased officers or employees or dependent members of their families.

Transportation issued to or on account of officers, agents, or employees who devote only a portion of their time to the interests of the company; furloughed officers or employees; and officers or employees who have become disabled or infirm in the service of the company, shall be reported in full detail.

The company shall keep records available and convenient for examination, whenever necessary, of such data and information as will justify the lawful issue of all, or any, of the free or reduced rate transportation issued by the company, which shall at all times be available for the inspection of the Board.

2. A detailed typewritten statement as to all other persons to whom free or reduced rate transportation for passenger traffic has been issued under the provisions of section 345 of the Railway Act, or of the orders or rulings of the Board, or of special Acts of Parliament, during the period covered by the returns, indicating kind of pass; series; numbers; names; position, title or occupation of the person or such description as to place the Board in a position to investigate them if necessary; and territory; also a statement of the total number of passes (annual and trip separately) and reduced rates issued to each numbered class as set out in section (1) hereof.

3. Such returns to be filed as follows for the periods set out in each year:—

January to March, inclusive, by May 1.

April to June, inclusive, by August 1.

July to September, inclusive, by November 1.

October to December, inclusive, by February 1.

(3) The affidavit of verification covering all such returns shall be made and sworn to by an officer of the company having full knowledge of all such free or reduced rate transportation issued by the company and having access to all the records necessary to justify the issue thereof, and such affidavit of verification shall specify,—

- (a) That I am an officer of the said company having full knowledge of all the free or reduced rate transportation issued by the said company, and having the custody of, or access to, all the records of the company from which the returns of such transportation are made up under the provisions of section 345 of the Railway Act;
- (b) That I have caused records of free transportation issued by the said company to be kept in accordance with the provisions of the said section 345 of the Railway Act and the regulations and directions of the



Board of Railway Commissioners for Canada by its General Orders, and the return of such free or reduced transportation submitted herewith for the period named herein has been prepared from such records;

(c) That to the best of my knowledge and belief all free or reduced rate transportation issued by the company is included in the return submitted herewith, and has been issued in compliance with the provisions of the Railway Act and of the orders and regulations of the said Board made thereunder; and that none of the same has been issued that is not authorized by law.

(4) That the companies shall make reports to the Board giving detailed information concerning all instances of misuse of free transportation discovered by them.

(5) That all orders and general orders dealing with the issue of free or reduced rate transportation by railway companies heretofore made and issued by the Board, excepting General Order No. 290, dated the 12th day of April, 1920, be, and they are hereby, rescinded.

H. GUTHRIE,  
*Chief Commissioner.*

#### GENERAL ORDER No. 551

*In the matter of the application of the Canadian Freight Association, on behalf of railway companies subject to the jurisdiction of the Board, under Section 348 of the Railway Act, for an Order approving a new form of "Release" in connection with the carriage of household goods, furniture and settlers' effects (second-hand), on file with the Board under File No. 23507.*

TUESDAY, the 17th day of March, A.D. 1936.

HON. HUGH GUTHRIE, K.C., *Chief Commissioner.*  
S. J. McLEAN, *Asst. Chief Commissioner.*

Upon reading what is filed in support of the application and the report of the Chief Traffic Officer of the Board,—  
*It is ordered* as follows, namely:—

1. That the said form of "Release," being a form of special contract limiting the liability of the carrier in respect of the carriage of the undermentioned traffic, on file with the Board under the said file No. 23507, be, and it is hereby, approved, the said form being in the terms following, namely:—

#### SPECIAL CONTRACT

..... Railway Company.

LIMITATION OF RESPONSIBILITY IN CONNECTION WITH THE CARRIAGE OF HOUSEHOLD GOODS,  
FURNITURE AND SETTLERS' EFFECTS  
(All Second-Hand)

Consignee and Destination	Description of Articles



In consideration of the ..... Railway Company and its connecting carriers receiving the above-mentioned property for carriage from ..... station consigned to ..... at ..... station, at a lower rate than the said company and its connecting carriers might otherwise lawfully charge and be liable for injury to or loss of the said goods and property, or any of it, the said lower and the higher rates being as provided for in the Canadian Freight Classification, or current special tariffs, I do hereby undertake that no claim in respect of injury to, or loss of, the said property, or any of it, will be made against the said company and its connections, or any of them, exceeding the amount of ten (10) cents per pound, whether such injury or loss is occasioned by the negligence of the said company, its connections, or any of them, or its or their servants or agents, or any of them, or otherwise howsoever.

.....Shipper.

2. That all railway companies under the jurisdiction of the Board be, and they are hereby, directed to discontinue the use of their present forms of "Release" limiting their liability with respect to the carriage of the property referred to in section No. 1 of this order, and to substitute therefor the form herein prescribed until otherwise ordered by the Board.

3. That the Canadian Freight Classification, also, if necessary, any special tariffs affected by these provisions, be amended so as to conform to this order.

4. That General Order No. 136, dated 25th of March, 1915, is hereby rescinded.

H. GUTHRIE,  
Chief Commissioner.

### GENERAL ORDER No. 552

*In the matter of the application of the Canadian Freight Association, under Section 322 of the Railway Act, for approval of proposed Supplement No. 9 to Canadian Freight Classification No. 18, on file with the Board under file No. 33365.106.*

TUESDAY, the 17th day of March, A.D. 1936.

HON. HUGH GUTHRIE, K.C., *Chief Commissioner.*  
S. J. McLEAN, *Asst. Chief Commissioner.*

Whereas notice has been given by the Canadian Freight Association in *The Canada Gazette*, as required by section 322 of the Railway Act, and copies of the said supplement furnished to the parties named in the General Orders of the Board Nos. 271, 348, 353, 469 and 471, with the request that their objections, if any, be filed with the Board within thirty days;

And whereas the only objection filed was by the United Grain Growers, Limited, Winnipeg, Manitoba, with respect to proposed change in carrier's liability covering household goods and settlers' effects when the company's form of release is signed by the shipper:

Upon reading the submissions filed and the report and recommendation of the Chief Traffic Officer of the Board,—

*It is ordered:* That the said proposed Supplement No. 9 to Canadian Freight Classification No. 18 be, and it is hereby, approved, subject to the following change, namely, Note 8, item 4, page 8, to be amended to read: "Household goods in lift vans exceeding 16 feet in length will be subject to carload ratings and minimum weight. Less than carload ratings will not apply."

H. GUTHRIE,  
Chief Commissioner.

## GENERAL ORDER No. 553

*In the matter of the General Order of the Board No. 468, dated March 12, 1929, prescribing the specifications for signals at highway crossings.*

File No. 15382

THURSDAY, the 26th day of March, A.D. 1936.

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*

S. J. McLEAN, *Asst. Chief Commissioner.*

G. A. STONE, *Commissioner.*

Upon reading the submissions filed on behalf of the Pere Marquette Railway Company and the report and recommendation of the Division Engineer of the Board, concurred in by its Chief Engineer,—

*It is ordered:* That the said General Order No. 468, dated March 12, 1929, be, and it is hereby, amended by striking out paragraph 3 thereof and substituting therefor the following, namely:—

“3. That every highway crossing signal upon the line of any railway company subject to the legislative authority of the Parliament of Canada, installed for the purpose of protection, shall be efficiently maintained by the railway company upon whose line the protection is installed, and shall be inspected at frequent intervals, but the interval between such inspections shall not exceed a period of forty-eight hours, and the method of test shall be such as will indicate whether or not the signal is in good working order. If the highway crossing signal fails to operate, or operates continuously, a flagman shall be placed at such crossing at once, whose duty it shall be properly to protect the same until such highway crossing signal is repaired. Notice of such non-repair shall be given at once to the station agent nearest to such highway crossing signal, whose duty it shall be to report the matter at once to the department having charge of the operation and repair of such highway crossing signals.”

H. GUTHRIE,

*Chief Commissioner.*

## GENERAL ORDER No. 554

*In the matter of the application of the Associated Canadian Travellers, of Calgary, Alberta, under Section 345 of the Railway Act, for an Order directing the Canadian Pacific Railway Company, the Canadian National Railways, and the Canadian Passenger Association to grant to the said Associated Canadian Travellers the same right and privilege extended to other commercial travellers' associations in Canada under which said associations issue commercial travellers' certificates to their qualified members entitling the said members to special transportation rates on the said railways.*

File No. 31263.4

FRIDAY, the 8th day of May, A.D. 1936.

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Upon hearing the application at the sittings of the Board held in Ottawa, April 21, 1936, in the presence of counsel for and representatives of the Associated Canadian Travellers, the Dominion Commercial Travellers' Association,

the Commercial Travellers' Association of Canada, the Ontario Commercial Travellers' Association, the North West Commercial Travellers' Association, the Maritime Commercial Travellers' Association, the Railway Association of Canada, the Canadian National Railways, and the Canadian Pacific Railway Company, and what was alleged,—

*It is ordered:* That the railway companies subject to the jurisdiction of the Board be, and they are hereby, required to grant the same special transportation rates to the Associated Canadian Travellers, of Calgary, Alberta, as they extend to other commercial travellers' associations in Canada, in accordance with the definition and requirements set out in Canadian Pacific Railway Tariff C.R.C. No. 1831.

H. GUTHRIE,  
*Chief Commissioner.*

### GENERAL ORDER No. 555

*In the matter of freight tariffs filed with the Board covering traffic carried between points in the United States through Canada, also between points in the United States and Canada.*

File No. 39422

THURSDAY, the 18th day of June, A.D. 1936.

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*  
S. J. McLEAN, *Assistant Chief Commissioner.*  
J. A. STONEMAN, *Commissioner.*  
G. A. STONE, *Commissioner.*

Whereas, by General Orders No. 535, dated April 9, 1935, and No. 536, dated April 15, 1935, and for the reasons therein set out, as well as in the Board's judgment dated April 16, 1935, the Board authorized that the rates and charges in freight tariffs applying on traffic carried between points in the United States through Canada, also the proportions of through rates and charges on traffic between the United States and Canada, accruing within Canada, be increased to the extent that the through rates and charges would conform to the increases authorized by the order of the Interstate Commerce Commission dated March 26, 1935, which were to expire June 30, 1936, and described as Emergency Charges;

And whereas the Interstate Commerce Commission, by order dated June 9, 1936, has approved for continued application until December 31, 1936, such increased rates and charges, or so-called emergency charges, with certain exceptions and modifications, as set out in its report of the same date;

And whereas the Canadian railways have applied to have such rates and charges also continued until December 31, 1936, with respect to traffic covered by General Orders Nos. 535 and 536, in order to maintain the existing relationships in the rates on international traffic with the basis applicable within the United States and to enable the Canadian carriers to share in the emergency charges and to observe the continuity of joint through rates from points in the United States to points in Canada and vice versa,—

*It is ordered:* That tariffs applying on the traffic hereinbefore described may be supplemented, effective upon one day's notice, to permit the continuance of such increased rates and charges until December 31, 1936, subject to the exceptions and modifications set out in the report of the Interstate Commerce Commission dated June 9, 1936.

H. GUTHRIE,  
*Chief Commissioner.*

## GENERAL ORDER No. 556

*In the matter of the application of Shipping Containers, Limited, of Montreal, Quebec, for permission to use, for the shipment of Strike-Anywhere Matches over railways in Canada, a special container, in addition to those permitted by General Order No. 512, dated April 4, 1933, as amended by General Orders Nos. 518, 523, and 542, dated respectively October 10, 1933, December 7, 1933, and September 12, 1935:*

File No. 1717.1.3.

TUESDAY, the 7th day of July, A.D. 1936.

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*

S. J. McLEAN, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

Upon consideration of the submissions filed in support of the application, and the report and recommendation of the Assistant Chief Traffic Officer of the Board; and upon the consent of the Bureau of Explosives and the Railway Association of Canada, filed,—

*It is Ordered:*

1. That, effective July 15, 1936, corrugated boxes, complying with Shipping Container Specifications Nos. 24-A, 24-B, 24-C, 24-D, and 24-E, published in Agent W. S. Topping's Tariff C.R.C. No. 2, on file with the Board, may be used for shipping classes of freight permitted by the said tariff to be shipped in such containers over railways in Canada subject to the jurisdiction of the Board.

2. That the provisions of Specification No. 24-B, referred to above, be extended to include, for manufacture and use in the Dominion of Canada for the carriage of Strike-Anywhere Matches only, a box of special construction, which must comply with all the provisions of Specification No. 24-B, except as follows:—

- (a) Boxes must be: One-piece type; or, three-piece type, without recessed end or ends, complying with paragraphs 14, 15, 16, and 20 of Shipping Container Specification No. 23-A.
- (b) Adjoining edges of body must overlap at least  $1\frac{1}{2}$  inches, and be stitched to form joint. Stitches must be at not over  $2\frac{1}{2}$ -inch intervals, and within one inch of end of joint. Joints over 18 inches long must have two stitches at each end, parallel to each other and not over one-half inch apart. Liner and liner pads not required.
- (c) For containers not over 38 pounds gross weight, the board must be: 275-pound test board, double-faced B-flute type, with at least 50 corrugations per foot; facings at least 0.016 inch thick; corrugated sheet at least 0.009 inch thick.
- (d) For containers not over 45 pounds gross weight, the board must be: 350-pound test board, double-faced B-flute type, with at least 50 corrugations per foot; facings at least 0.020 inch thick; corrugated sheet at least 0.009 inch thick.
- (e) Specification marking in rectangle on box must be C.R.C. 24-B-38 or C.R.C. 24-B-45, respectively.

3. That the said General Orders No. 512, dated April 4, 1933; No. 518, dated October 10, 1933; No. 523, dated December 7, 1933; and No. 542, dated September 12, 1935, be, and they are hereby, rescinded.

H. GUTHRIE,  
*Chief Commissioner.*



## GENERAL ORDER No. 557

*In the matter of the General Order of the Board No. 539, dated June 18, 1935, approving and adopting rules covering the preparation of accounts to apply to joint projects undertaken under order of the Board; and the joint application of the Canadian Pacific and the Canadian National Railway Companies for an Order amending the said General Order No. 539 to provide for an additional allowance of 2 per cent on all items of labour to cover expenditures on account of Workmen's Compensation.*

File No. 11026.74

TUESDAY, the 6th day of October, A.D. 1936.

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*  
 S. J. McLEAN, *Assistant Chief Commissioner.*  
 J. A. STONEMAN, *Commissioner.*  
 G. A. STONE, *Commissioner.*

Upon reading the application and the report and recommendation of the Division Engineer of the Board,—

*It is ordered:* That the said General Order No. 539, dated June 18, 1935, be, and it is hereby, amended by adding at the end of the paragraph on page 2 thereof under the heading, "Workmen's Compensation," the words, "To all items of labour, including wages of foremen, there may be added a premium of 2 per cent to cover expenditures on account of Workmen's Compensation."

H. GUTHRIE,  
*Chief Commissioner.*

## GENERAL ORDER No. 558

*In the matter of the application of the Bell Telephone Company of Canada, hereinafter called the "Applicant Company," under section 375 of the Railway Act, for approval of Form 1371, "Traffic Agreement," on file with the Board under Case No. 538.*

TUESDAY, the 6th day of October, A.D. 1936.

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*  
 S. J. McLEAN, *Assistant Chief Commissioner.*  
 F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*  
 J. A. STONEMAN, *Commissioner.*  
 G. A. STONE, *Commissioner.*

Upon reading what is filed in support of the application, and the consents of the Ontario Municipal Board and the Quebec Public Service Commission, filed; and upon the report and recommendation of the Assistant Chief Traffic Officer of the Board,—

*It is ordered:*

1. That the said Form No. 1371, "Traffic Agreement," to be entered into between the applicant company and any other company, municipality, or corporation having authority to construct or operate a telephone system or line, on file with the Board under Case No. 538, be, and it is hereby, approved.

2. That General Orders Numbered 114, 375, 376, 409, and 418, dated respectively November 12, 1913, March 17, 1923, March 27, 1923, November 5, 1924, and June 26, 1925, made herein, be rescinded.

H. GUTHRIE,  
*Chief Commissioner.*

## GENERAL ORDER No. 559

*In the matter of the General Order of the Board No. 550, dated 3rd February, 1936, permitting the railway companies subject to the jurisdiction of the Board, until further order, direction, or permission of the Board, to issue free transportation only to the persons and subject to the limitations and restrictions, if any, set out in the said Order.*

File No. 496.27

TUESDAY, the 1st day of December, A.D. 1936.

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*S. J. McLEAN, *Assistant Chief Commissioner.*F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*J. A. STONEMAN, *Commissioner.*G. A. STONE, *Commissioner.*

Upon reading what has been filed on behalf of the Canadian Pacific Railway Company,—

*It is ordered:* That the said General Order No. 550, dated February 3, 1936, be, and it is hereby, amended by adding the words, "General Order No. 513, dated the 1st day of June, 1933, and General Order No. 513-A, dated the 16th day of June, 1933," after the figures "1920" in section 5 of the said order.

H. GUTHRIE,

*Chief Commissioner.*

## GENERAL ORDER No. 560

*In the matter of the application of The Bell Telephone Company of Canada, under Section 372 and all other relevant sections of the Railway Act, for an Order approving, in principle, for general application the joint use of poles by agreement between the parties in accordance with the terms, conditions and specifications embodied in such agreement.*

File No. 31142.3

THURSDAY, the 10th day of December, A.D. 1936.

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*S. J. McLEAN, *Assistant Chief Commissioner.*F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*J. A. STONEMAN, *Commissioner.*G. A. STONE, *Commissioner.*

Upon reading the application and what has been filed in support thereof, and upon the report and recommendation of the Electrical Engineer of the Board,—

*It is ordered as follows:*

1. That subject to the terms and conditions of this order and with the consent of the party owning, operating or controlling the poles or other such structures hereinafter mentioned, telephone, telegraph and electric power corporations within the legislative authority of the Parliament of Canada may erect and maintain their lines, plant and facilities upon the poles and other such structures of each other and upon the poles and other such structures of other telephone, telegraph, communication, electrical power, signal service, electric

railway corporations, municipal corporations and of all other persons, corporations and commissions which operate or maintain pole lines or other such structures for the purposes of their undertakings, upon the terms and conditions hereinafter set forth.

2. That subject to the terms and conditions of this order telephone, telegraph and electric power corporations within the legislative authority of the Parliament of Canada may permit and consent to the erection and maintenance upon their poles and other such structures of the lines, plant and facilities of other telephone, telegraph, communication, signal service, electrical power, electric railway corporations, municipal corporations, and all other persons, corporations and commissions which may desire to place their lines and facilities on such poles or structures for the purpose of their undertakings, upon the terms and conditions hereinafter set forth.

3. The erection and maintenance by any of the persons, corporations or commissions hereinbefore described of their lines, plant and facilities upon the poles or other such structures owned, operated or controlled by another such person, corporation or commission, hereinafter referred to as "Joint Use," as authorized by this order, shall be subject to the following terms and conditions which shall apply and be observed during the continuance thereof, namely:—

- (a) Such joint use shall be effected only in pursuance of and upon the terms contained in an agreement in writing entered into and executed by the parties concerned in such joint use.
- (b) Such agreements may contain such terms, conditions and specifications not inconsistent with those hereinafter set forth, as the parties thereto deem necessary, desirable and applicable.
- (c) Each such agreement, or the specifications made part thereof, shall contain the provisions stated in Articles (d) and (e) immediately following which shall be strictly adhered to in both the construction and maintenance of the facilities erected on jointly used poles.
- (d) That the relative levels at which lines, wires, cables and other longitudinal conductors are located on the poles shall, where practicable, be as follows:—

Highest Level (a) Supply Conductors (except group (c) ).

Next Level (b) Communication Conductors.

Lowest Level (c) Trolley Contact Conductors and feeders, where it is not feasible to place them above group (b).

Appurtenances of each class of service shall occupy the same general level on the poles as that taken by the conductors with which they are associated except in those cases in which the parties concerned have agreed that it is technically infeasible to do this.

- (e) That adequate and safe clearances shall be maintained between supply and communication conductors on the same poles, such clearances being not less than those recited below:—

*Between Supply and Communication Conductors.*

	<i>Supply Circuit Voltages</i>	
	<i>0-8000</i>	<i>Over 8000</i>
Vertical Clearance. . . . .	40 inches	60 inches

NOTE: Metal sheathed supply cables of any voltage may be erected with clearances of 40 inches if the sheaths of the cables are permanently and effectively grounded.

Appurtenances associated with supply and communication conductors shall have the same clearances as the conductors, except that crossarm braces are not considered to be appurtenances if these braces are separated by at least 1 inch from metal parts of other appurtenances.

Span wires for trolley conductors and lamp brackets are excepted from these requirements.

4. The parties to any such agreement for Joint Use may embody therein such terms and conditions governing, as between themselves, their respective liability to each other, or to third parties, who may be affected by such Joint Use, and where any such agreement so provides, then notwithstanding the provisions of General Orders numbers 291 and 490, all liability for damages and/or injuries arising out of the Joint Use of poles and facilities in pursuance of such agreement shall, as between the parties thereto, be governed by the terms and provisions of said agreement, so far as they extend thereto.

5. That this order shall be read and construed as binding only upon the parties to any such agreement for the Joint Use of poles and facilities.

H. GUTHRIE,  
*Chief Commissioner.*

October 9, 1936.

CIRCULAR LETTER No. 239

TO ALL RAILWAYS SUBJECT TO THE JURISDICTION OF THE BOARD

DEAR SIR:—

FILE 1717.1.5—*Re disposal of liquid residue from compressed gas storage tanks, gas tanks attached to passenger or other rolling stock, etc.*

The Board has given consideration to the matter of the disposal of liquid residue from compressed gas storage tanks, gas tanks attached to passenger or other rolling stock; gas service pipe lines; compressed gas tanks, cylinders or bottles permanently carried on cars; portable compressed gas cylinders or any other container or pipe line owned or operated by Railway Companies, and there is enclosed, for your information, a copy of a report made by Dr. J. S. G. Shotwell, Chemical Engineer to the Commissioner of Works for the City of Ottawa, dated September 29th.

The Board proposes to issue an Order to be worded along the following lines:—

“Requiring the disposal of liquid residue from compressed gas storage tanks, gas tanks attached to passenger or other rolling stock; gas service pipe lines; compressed gas tanks, cylinders or bottles permanently carried on cars; portable compressed gas cylinders or any other container or pipe line owned or operated by the Railway Company, or other person or persons on railway property, in such manner as to prevent the escape or entrance of such liquid into sewers, drains, rivers, creeks or waterways. That such liquid residue shall be placed in suitable containers, adequately protected from fire and be removed and disposed of at some point sufficiently remote from buildings outside the boundaries of Cities, Towns and Villages and without creating a public nuisance.”

I am directed by the Board to request that you show cause why Order should not issue as outlined.

Yours truly,

P. F. BAILLARGEON,  
*Secretary, B.R.C.*



## CITY OF OTTAWA ENGINEERING DEPARTMENT

## COMPLAINTS BUREAU --EXPLOSION PREVENTION SERVICE

OTTAWA, September 29, 1936.

Commissioner of Works,  
City of Ottawa.

General Manager,  
Ottawa Gas Company.

*Re Pintsch Gas*

GENTLEMEN:

At 11.46 a.m. September 24 I was notified by the Complaints Bureau of inflammables in the sewer at Mosgrove street at the corner of Rideau.

Accompanied by the Complaints Bureau Investigator, and wearing gas masks, I investigated the Mosgrove street sewer, entering it from the manhole just south of Rideau street and proceeding in a southerly direction. After proceeding about 100 feet the concentration of the gas was so great that it was dangerous, as it was coming through the gas masks, and I immediately returned to the surface. I then requested the loan of a hose mask with at least 200 feet of hose from the Fire Department, which was promptly sent down to us. On its arrival I entered the sewer at the manhole south of Besserer street and proceeded for 200 feet in both directions. During this investigation I removed the mask slightly from my face at various times and found that the concentration of the gas was increasing as I went south.

I returned to the surface and then entered the C.N.R. Company's yards, where I discovered that they had been preparing to clean two large tanks of Pintsch gas, four feet in diameter and twenty feet long. These tanks were located adjacent the old 12-inch Wilbrod street sewer passing under the company's yards. In preparing these tanks for cleaning they had emptied a large quantity of liquid which had condensed in the tanks and which had dissolved the Pintsch gas proper due to the pressure in the tanks. The amount of liquid emptied on the ground adjacent to this sewer is not known but they were running it out through two  $\frac{3}{4}$ -inch pipes for a period of over two hours.

While I was making these investigations the investigator had been taking readings of the Mosgrove street sewer at the corner of Mosgrove and George streets and obtained readings of approximately 100 per cent. I rechecked these readings at the manhole south of Besserer street and obtained a reading of over 100 per cent. Also while I was making investigations Mr. Bradley and a crew proceeded to ventilate the sewer down to the outlet. The ventilation did not cut down the readings to an appreciable extent and high readings were still obtained, whereupon I requested the Fire Department to pour foamite in the sewer to overlay the sewage with this material, which they did, using about 600 pounds of foamite.

The readings at Mosgrove street were cut down to approximately 60 per cent. We then commenced flushing the sewer at two points, using two hoses at each point.

During my investigation I was accompanied by Mr. Johnson of the Board of Railway Commissioners, Mr. Askwith and Mr. Bryce of the Engineering Department, and through Mr. Johnson instructions were issued by the Board to the railway to have the tanks shut off and removed from the yard for further cleaning and testing. This was done outside the city limits.

On Saturday morning, September 26, after readings in the sewer had been brought down to zero I discussed the matter with the Commissioner of Works and accompanied by Mr. Johnson of the Board of Railway Commissioners, I

interviewed Mr. McNaughton, Divisional Superintendent of the C.N.R., and pointed out the present storage and handling of this material was contrary to the By-law 8022 and to the Board of Railway Commissioners Order No. 441, and that the tanks should be reinstalled according to these regulations. We further pointed out that due to the location of sewers and yard drains under the yard it would be advisable for the railway to comply with these regulations so as to prevent a re-occurrence of the trouble. Mr. Johnson further pointed out that there have been several dangerous explosions in recent years from Pintsch gas and further precautions other than those taken for inflammable liquids should be taken.

This gas gave trouble not only from the liquid entering the sewers and evaporating but it also entered a large number of stores and office buildings over a large area of the city.

I obtained five air samples and two liquid samples from the sewer at Mosgrove street south of Besserer, after analyses of which I shall give a further report.

Both our By-law 8022 and the Board of Railway Commissioners' Order Number 441 are insufficient to protect life and property from the handling of this Pintsch gas and much more stringent regulations should be drawn up and enforced.

I wish to draw to your attention the co-operation I received during this period from the various branches of the Engineering Department, Complaints Bureau, the Fire Department, the Board of Railway Commissioners and the Ottawa Gas Company.

Yours very truly,

(Sgd.) J. S. G. SHOTWELL.



41  
86  
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DOMINION OF CANADA

# THIRTY-THIRD REPORT

OF THE

## BOARD OF RAILWAY COMMISSIONERS FOR CANADA

FOR THE YEAR ENDED DECEMBER 31

1937



OTTAWA  
J. O. PATENAUDE, I.S.O.  
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY  
1938

Price, 25 cents





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# THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA, 1937

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HON. HUGH GUTHRIE, K.C., *Chief Commissioner.*

S. J. McLEAN, C.M.G., M.A., LL.B., Ph.D., *Asst. Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

P. F. BAILLARGEON,  
*Secretary.*

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# REPORT OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA

*To the Governor in Council:*

Pursuant to the provisions of section 31 of the Railway Act, 1919, the Board of Railway Commissioners for Canada has the honour to submit its Thirty-third Report for the year ended December 31, 1937.

Since the publication of the last report there have been no amendments made to the Railway Act, 1919.

## PUBLIC SITTINGS OF THE BOARD

During the year covered by the period from January 1, 1937, to December 31, 1937, the Board held 44 public sittings at which 111 applications were heard. The number of public sittings held in the various provinces were as follows:—

Provinces	Number
Ontario .....	19
Quebec .....	10
Manitoba .....	2
Saskatchewan .....	4
Alberta .....	3
British Columbia .....	4
Nova Scotia .....	0
New Brunswick .....	2
Prince Edward Island.....	0
Total .....	44

The applications include a great variety of matters falling within the jurisdiction of the Board under the Railway Act, varying from a complaint of a private individual to weightier matters of general public interest affecting the community as a whole.

## FORMAL AND INFORMAL MATTERS

The number of informal matters dealt with by the Board, as distinguished from matters heard at public sittings, constitute a considerable percentage of the total applications and complaints dealt with by it; that is to say, of a total of 2,204 applications and complaints received and dealt with by the Board, 94·96 per cent were disposed of without the necessity of such formal hearing. These informal complaints, dealt with and settled without the necessity of hearing, entail in many instances a considerable amount of inquiry and consideration on the part of the Board's officials, and cover a wide range of subjects, as, for example, a complaint of a more or less trivial nature to a matter of general public interest affecting the community as a whole, or involving the application of some general principle regarding the railway rates.

## GENERAL DECISIONS AND RULINGS OF THE BOARD

The general decisions and rulings of the Board appear in the semi-monthly bulletin of the Board published through the King's Printer; and the principal decisions will also be found in the Canadian Railway Cases for the current year.

## APPEALS FROM RULINGS OF THE BOARD

There were no cases carried in appeal to either the Supreme Court of Canada or the Governor in Council during the year.

## ORDERS, GENERAL ORDERS AND CIRCULARS

The total number of orders issued for the year ended December 31, 1937, was 1,556. The number of general circulars issued by the Board, directed to all the railway companies subject to its jurisdiction, was two. The general orders as distinguished from other orders of the Board are those affecting all railway companies subject to its jurisdiction, and are seven in number for the year.

The general orders and circulars issued by the Board during the year ended December 31, 1937, will be found compiled under Appendix "F" of this report.

## APPLICATIONS TO THE BOARD

The total number of applications, including informal complaints, made to the Board for the year ended December 31, 1937, was 2,204.

## TRAFFIC DEPARTMENT OF THE BOARD

In the Traffic Department of the Board the number of tariffs received and filed for the year ended December 31, 1937, was as follows:—

Freight tariffs, including supplements.....	38,733
Passenger tariffs, including supplements.....	7,894
Express tariffs, including supplements.....	2,282
Telephone tariffs, including supplements.....	1,493
Sleeping and parlour car tariffs, including supplements.....	40
Telegraph tariffs and supplements.....	13
Bridge tolls, including supplements.....	7
Total.....	50,462

The total number of tariffs filed from February 1, 1904, to December 31, 1937, was 1,920,559.

The details of the tariffs will be found under Appendix "A" to this report.

## ENGINEERING DEPARTMENT OF THE BOARD

In the Engineering Department of the Board a large number of inspections were made covering the whole Dominion. These inspections for the year ended December 31, 1937, number 524, and cover inspections for the opening of a railway for the carriage of traffic, inspections of culverts, highway crossings, cattle guards, road crossings, bridges, subways and general inspections falling within the scope of the work of the Engineering Department.

Under Appendix "B" will be found the report of the Chief Engineer.

## RAILWAY GRADE CROSSING FUND

This fund has been created for the purpose of contributing to the protection of railway level crossings. This protection is brought about by various means, for instance by the improvement of the view on the approaches of crossings, by the installation of protective devices such as bells and wig-wags, lighting systems, gates, etc. In many instances, and particularly in cities and towns, protection is also afforded by the employment of watchmen. Finally, the most efficient means of protecting level crossings is, undoubtedly, by separating them altogether, which can be effected in various ways, for example by the construction of over-crossings or bridges, and of tunnels and subways. Road diversion is another way to do away with level crossings.

The fund receives every year a statutory grant of \$200,000 with which, under certain conditions, contributions may be made to various projects of protection or of grade separation. This year a further sum of \$1,000,000 was allotted to the fund by Parliament, for the purpose of increasing its contributions to projects of works concerning level crossings. For more particulars regarding this Fund, the reader is referred to the report of the Chief Engineer of the Board, at Appendix "B" of this report.

## OPERATING DEPARTMENT OF THE BOARD

### ACCIDENTS

On reference to the report of the Board's Chief Operating Officer it will be seen that accidents to the number of 2,138 covering 340 persons killed and 2,349 persons injured, were reported to the Board during the year ended December 31, 1937, as compared with 2,772 accidents reported for the year 1936, covering 333 persons killed and 2,972 persons injured.

The figures show:—

	1936	1937	Decrease	Increase
<i>Killed—</i>				
Passengers .....	3	7	..	4
Employees .....	79	67	12	..
Others .....	129	144	..	15
Trespassers .....	122	122	..	..
<i>Total .....</i>	<i>333</i>	<i>340</i>	<i>12</i>	<i>19</i>
<i>Injured—</i>				
Passengers .....	425	412	13	..
Employees .....	1,955	1,281	674	..
Others .....	431	497	..	66
Trespassers .....	161	159	2	..
<i>Total .....</i>	<i>2,972</i>	<i>2,349</i>	<i>689</i>	<i>66</i>

During the year 1937 there were 286 highway crossing accidents reported, involving 114 persons killed and 411 injured; of which number of accidents 52 occurred at protected crossings and 234 at unprotected crossings.

Protection	Accidents	Killed	Injured
Gates .....	6	1	12
Lightning Flash .....	1	1	3
Bell and Wigwag .....	27	11	38
Bell .....	13	8	21
Watchman .....	5	1	10
Unprotected .....	234	92	327
<i>Totals .....</i>	<i>286</i>	<i>114</i>	<i>411</i>

Total number of accidents at highway crossings for seven years ended December 31, 1937, amounts to 1,776, involving 690 persons killed and 2,383 injured.

Full particulars of passengers and employees killed and injured and other general information in regard to trespassers killed and injured, accidents at protected and unprotected crossings, etc., will be found under Appendix "C".

The report of the Board's Operating Department indicates that the prevention, reporting, control and extinguishing of fires caused by railways operating in forested territory during 1937 was satisfactory despite the fact that during the fire season the fire hazard was exceedingly high throughout the Dominion excepting in the Provinces of Ontario and British Columbia. However, in comparison with previous years, the number of fires reported caused by railways is the third lowest on record, with the second lowest acreage and third lowest monetary loss.

A total of 180 fires attributed to railways occurred on 13,957 miles of line classified as running through forested territory.

Of this total, 57 fires burned over less than one-fourth acre each; 95 fires burned over an area of one-fourth acre to ten acres each, and 28 fires burned over an area of more than 10 acres each.



The total area burned over was 2,332 acres, with damage to young forest growth, standing timber, forest products and other property estimated at \$5,582. Of this amount, the value of standing timber and young forest growth is estimated at \$4,473.

In accordance with the requirements issued under General Order No. 548, the railways maintained special patrol on 7,664 miles of line, necessitating the special attention to fire patrol of a total of approximately 1,027 fire patrolmen.

In accordance with the Board's Fire Guard Requirements, the railways constructed or maintained 5,480 miles of fire guards, in uncultivated lands, in non-forested sections of the Prairie Provinces.

For details see statements Nos. 24, 25, 26, and 27.

## INFLAMMABLE LIQUIDS

### HANDLING AND STORAGE ON OR ADJACENT TO RAILWAY PROPERTY

The report of the Board's Operating Department indicates there are approximately 4,091 installations on or adjacent to railway property for the handling and storage of inflammable liquids dependent upon railway service and which are regulated under the requirements of General Orders of the Board Nos. 441, 514 and 530, and Circular No. 241.

The hazard involved as to the handling and storage of inflammable liquids is that of exposure from burning liquid and explosions from vapours. A number of such accidents occur annually and are investigated and reported upon to the extent the facilities of the Department will permit. Accidents of this character are increasing and in order to cope with this situation more rigid compliance with the Board's Orders is being insisted upon.

## COMPRESSED GASES

Investigations have been carried out with respect to accidents relative to the storage and handling of compressed gases, following which, it was found necessary to promulgate General Order No. 561 dated April 27, 1937.

## LIQUEFIED PETROLEUM GASES

### HANDLING AND STORAGE ON OR ADJACENT TO RAILWAY PROPERTY

The production, marketing and distribution of Liquefied Petroleum Gases has recently extended to Canada and quantities of these gases are now being transported, handled and stored on or adjacent to railway property and it is expected the volume of traffic of this commodity will increase in the near future. Applications for approval of the use and installations of plants for the handling and storage of same on or adjacent to railway property have been received and passed upon. These gases are explosive and inflammable in their normal state but when subjected to pressure for shipment in tank cars and steel cylinders and when stored in storage containers become highly dangerous commodities. The need for regulations with respect to the handling and storage of these gases has required a comprehensive study, research and collection of data for the purpose of drafting an Order in the matter, which is now under consideration and it is expected such Order will be issued at an early date.

## REGULATIONS FOR THE TRANSPORTATION OF EXPLOSIVES AND OTHER DANGEROUS ARTICLES BY FREIGHT AND SPECIFICATIONS FOR SHIPPING CONTAINERS

These Regulations and Rules are prescribed under the provisions of the Railway Act, 1919, "Carrying Dangerous Commodities," Sections 349 (1) and (2); 350 (1) and (2). The Board's Operating Department report that during

the year 1937, there were reported 108 accidents incidental to the transportation by freight of Explosives and Other Dangerous Articles, one person being killed and three injured, while the property loss amounted to \$111,601. No accidents were reported as occurring in the transportation of Explosives: 20 accidents were due to acids and corrosive liquids: 80 accidents to Inflammable Liquids; 6 accidents to Inflammable Solids and Oxidizing Materials and 2 accidents to Compressed Gases. Of the 80 accidents due to Inflammable Liquids, 45 were due to Gasoline and caused 99.407 per cent of the monetary loss. For details see Summaries "A" and "B" of report.

## ROUTINE WORK OF THE BOARD

### RECORD DEPARTMENT

Below is given a table setting forth the number of applications, filings and letters received during the year ended December 31, 1937, together with the number of orders issued:—

Number of applications made.....	2,204
Number of filings received during the year.....	31,881
Number of outgoing letters during the year.....	22,355
Number of orders issued during the year.....	1,556

## CHANGES ON THE STAFF OF THE BOARD

The following are the principal changes in the personnel and staff of the Board during 1937:—

It is with great regret that the Board records the death of its former Chief Engineer, Mr. Thomas Lockwood Simmons, who passed away on January 19, 1937, after over 30 years of faithful service. During his tenure of office the Board and staff had learned to appreciate his sterling qualities, his faithful and conscientious nature, and his friendship and help which were freely given to all the members of the Board as well as to the staff itself.

Mr. Simmons was replaced by promotion of Mr. Daniel G. Kilburn, who has been with the Board for many years.

The former Assistant Chief Engineer, Mr. H. A. K. Drury, retired on superannuation February 1, 1937, after a service with the Board from July 1, 1906; and he has been replaced by the appointment of Mr. Erastus Kells Hall, formerly with the Canadian National Railways where he was employed as Supervising Engineer of branch lines in the west.

One of the positions of Division Engineer has been filled by the appointment of Mr. DeMoss Noell, who specialized in railway signalling and highway crossing protection appliances. Mr. Noell came to the Board from the Canadian Pacific Railway.

Another position of Division Engineer has been filled by the temporary appointment of Mr. George Kydd, who was transferred from the Department of Transport.

In the Board's Traffic Department, Mr. George Alexander Brown, formerly Assistant Chief Traffic Officer, retired on superannuation January 5, 1937, after faithful service with the Board from October 3, 1904. He has been replaced by the promotion of Mr. F. R. Harvey, formerly Auditor of Free Transportation; and Mr. E. Bonner has been assigned to the position vacated by Mr. Harvey. Messrs. Harvey and Bonner are employees of many years' standing in the Board's Traffic Department.

Mr. F. F. Burpee, formerly holding the rank of Secretary to the Chief Commissioner, has been appointed to the position of Secretary to the Chief Commissioner and Registrar of the Board.

## APPENDIX "A"

REPORT OF THE CHIEF TRAFFIC OFFICER OF THE BOARD FOR  
THE YEAR ENDED DECEMBER 31, 1937

DEAR SIR.—I submit, for the Board's Thirty-third Report information regarding the work of the Traffic Department.

The number of Freight, Passenger, Express, Telephone, Telegraph, Sleeping and Parlour Car, and Bridge Toll schedules, filed with the Board, was as follows:—

FROM NOVEMBER 1, 1904, TO AND INCLUDING DECEMBER 31, 1936

*Freight—*

Local Tariffs.. . . . .	22,559	.....	.....
Supplements.. . . . .	46,596	69,155	.....
Joint Tariffs.. . . . .	48,498	.....	.....
Supplements.. . . . .	218,716	267,214	.....
International Tariffs.. . . . .	187,147	.....	.....
Supplements.. . . . .	835,473	1,022,620	1,358,989

*Passenger—*

Local Tariffs.. . . . .	25,503	.....	.....
Supplements.. . . . .	31,316	56,819	.....
Joint Tariffs.. . . . .	23,444	.....	.....
Supplements.. . . . .	47,288	70,732	.....
International Tariffs.. . . . .	45,646	.....	.....
Supplements.. . . . .	126,373	172,019	299,570

*Express—*

Local Tariffs.. . . . .	8,923	.....	.....
Supplements.. . . . .	62,327	71,250	.....
Joint Tariffs.. . . . .	8,784	.....	.....
Supplements.. . . . .	37,099	45,883	.....
International Tariffs.. . . . .	8,058	.....	.....
Supplements.. . . . .	18,550	26,608	143,741

*Telephone—*

Local Tariffs.. . . . .	4,193	.....	.....
Supplements.. . . . .	2,717	6,910	.....
Joint Tariffs.. . . . .	3,963	.....	.....
Supplements.. . . . .	42,700	46,663	.....
International Tariffs.. . . . .	429	.....	.....
Supplements.. . . . .	9,719	10,148	63,721

*Telegraph—*

Tariffs.. . . . .	228	.....	.....
Supplements.. . . . .	350	578	578

*Sleeping and Parlour Car—*

Local Tariffs.. . . . .	260	.....	.....
Supplements.. . . . .	411	671	.....
Joint Tariffs.. . . . .	356	.....	.....
Supplements.. . . . .	617	973	.....
International Tariffs.. . . . .	441	.....	.....
Supplements.. . . . .	1,349	1,790	3,434

*Bridge Tolls—*

Local Tariffs.. . . . .	3	.....	.....
Supplements.. . . . .	0	3	.....
Joint Tariffs.. . . . .	0	.....	.....
Supplements.. . . . .	0	0	.....
International Tariffs.. . . . .	45	.....	.....
Supplements.. . . . .	16	61	64

Combined totals all schedules ..

1,870,097

FROM JANUARY 1, 1937, TO AND INCLUDING DECEMBER 31, 1937

*Freight—*

Local Tariffs.. . . .	461	.....	.....
Supplements.. . . .	1,477	1,938	.....
Joint Tariffs.. . . .	381	.....	.....
Supplements.. . . .	4,134	4,515	.....
International Tariffs.. . . .	1,073	.....	.....
Supplements.. . . .	31,207	32,280	38,733

*Passenger—*

Local Tariffs.. . . .	2,045	.....	.....
Supplements.. . . .	549	2,594	.....
Joint Tariffs.. . . .	737	.....	.....
Supplements.. . . .	832	1,569	.....
International Tariffs.. . . .	1,170	.....	.....
Supplements.. . . .	2,561	3,731	7,894

*Express—*

Local Tariffs.. . . .	381	.....	.....
Supplements.. . . .	879	1,260	.....
Joint Tariffs.. . . .	164	.....	.....
Supplements.. . . .	640	804	.....
International Tariffs.. . . .	62	.....	.....
Supplements.. . . .	156	218	2,282

*Telephone—*

Local Tariffs.. . . .	4	.....	.....
Supplements.. . . .	459	463	.....
Joint Tariffs.. . . .	2	.....	.....
Supplements.. . . .	1,028	1,030	.....
International Tariffs.. . . .	0	.....	.....
Supplements.. . . .	0	0	1,493

*Telegraph—*

Tariffs.. . . .	5	.....	.....
Supplements.. . . .	8	13	13

*Sleeping and Parlour Car—*

Local Tariffs.. . . .	2	.....	.....
Supplements.. . . .	8	10	.....
Joint Tariffs.. . . .	1	.....	.....
Supplements.. . . .	7	8	.....
International Tariffs.. . . .	7	.....	.....
Supplements.. . . .	15	22	40

*Bridge Tolls—*

Local Tariffs.. . . .	0	.....	.....
Supplements.. . . .	0	0	.....
Joint Tariffs.. . . .	0	.....	.....
Supplements.. . . .	0	0	.....
International Tariffs.. . . .	3	.....	.....
Supplements.. . . .	4	7	7

Combined totals all schedules .. .	50,462
Grand total all schedules .. .	1,920,559

## MARITIME ACCOUNTS

The information given below, regarding the work in connection with settlement of accounts under the Maritime Freight Rates Act, covers the period July, 1936, to June, 1937, inclusive.

During this period there were filed 18,968 abstract sheets, with an average of 74 rates per sheet. There were, therefore, 1,403,632 rates and 701,816 extensions checked, and 18,968 columns of figures added.

As a result of this check, it was necessary to issue 3,494 corrections.

The total *additions* to the accounts amounted to \$1,255.34, and the total *reductions* \$4,988.60.



The total amount *claimed* by railways was \$740,893.55, and the amount *allowed* was \$737,160.29, or a *net deduction* of \$3,733.26.

During this period, 191 orders were issued, approving tariffs or rates, and certifying to the normal tolls.

The number of outgoing letters in connection with the administration of the Act, July 1, 1936, to June 30, 1937, was as follows:—

Railways . . . . .	783
Board.. . . .	29
Others.. . . .	4

The total number of communications to railways, express, telephone, telegraph and international bridge companies, in connection with complaints, proper interpretation of tariffs, or classification and filing of same, also in connection with Powers of Attorney, Concurrences, Free or Reduced Rate Transportation, etc., was 2,198. Memoranda and reports to the Board numbered 1,046 and 13, respectively. Communications to others, 395. Grand total, 3,652.

During the year under report, there were issued 75 traffic orders and 4 general traffic orders, as well as 125 orders approving traffic connecting agreements or service station contracts between the Bell Telephone Company and named local telephone companies.

Yours truly,

W. E. CAMPBELL,  
*Chief Traffic Officer.*

OTTAWA, January 13th, 1938.

## APPENDIX " B "

REPORT OF THE CHIEF ENGINEER OF THE BOARD FOR THE YEAR  
ENDED DECEMBER 31, 1937

OTTAWA, February 14, 1938.

P. F. BAILLARGEON, Esq.,

Secretary, Board of Railway Commissioners for Canada,  
Ottawa, Ontario.

SIR,—I have the honour to submit herewith synopsis of my annual report as to the work of the Engineering Department of the Board during the year 1937.

Yours truly

D. G. KILBURN,

*Chief Engineer.*

The work of the Engineering Department has been particularly heavy during the last year. In addition to works which were not completed under special funds voted by Parliament to provide for the protection, safety and convenience of the public in respect to highway crossings at rail level and for the relief of unemployment, a great number of new works were undertaken early in the construction season under Special Supplementary Vote 357. The policy in respect to distribution of the unemployment funds both with regard to the proportional allotment to the different provinces on basis of population together with the desire that they be distributed for protection at as many crossings as possible rather than on a few expensive grade separations, occasioned considerable increase in inspections and reports and travel to widely scattered locations, involving as well extensive office correspondence.

Faster trains, liberalization of vehicular speed laws with constantly increasing mileage of improved highways have combined to make more serious the problem of grade crossing protections. Investigations have therefore been made in connection with new types of grade crossing protection devices and a number of inventions have been presented to the Engineering Department for examination. While many of these presented have little merit, encouragement is given to all proposed protective devices which through development may have possibilities of future usefulness.

There are also many matters not listed dealt with by the Board's Engineers, such as exemption from fencing, gates, removal of speed limitations, removal of industrial spurs, speed restriction of trains through junctions, protection of switches on spurs leading to industries, farm crossing complaints, investigation of railways out of repair, investigation of accidents, drainage complaints, inductive interference, protection at crossings of telephone and telegraph wires by power transmission lines, structures over navigable waters, and structures on railways with less than standard clearances, also removal of cattle guards at grade crossings.

The attached lists give details of some of the work of the Engineering Department.

## RAILWAY LOCATION

Revised location of a portion of the North Bay subdivision of the Canadian Pacific Railway in the southeast quarter of section 36, at mileage 99.4, to a point in the northeast quarter of section 22, at mileage 102, in township 25, range 28, west 5th meridian, in province of British Columbia.

Revised location of Canadian Pacific Railway between mileage 21.4 and 23.4, Boundary subdivision, west of Nelson, B.C.

Revised location of a portion of the Minto subdivision of the Canadian Pacific Railway from a point immediately north of the Nashwaak river to a point of connection with the Gibson subdivision west of Parker street, South Devon, N.B.

#### RAILWAY ABANDONMENT

Abandonment of operation of the line of railway between the towns of Princeton and Hedley, in the province of British Columbia, by the Vancouver, Victoria & Eastern Railway.

Abandonment of operation of the Stoneville branch of the Canadian National Railways from Lorette to Stoneville, in the province of Quebec, a distance of 9.90 miles.

#### OPENING FOR TRAFFIC

Opening for traffic of portion of the Canadian National Railways between Senneterre and Val d'Or, mileage 0.00 and 37.5, in the province of Quebec.

Opening for the carriage of traffic of that portion of the Mawer Southwesterly Branch of the Canadian National Railways from mileage 0. at junction with the Central Butte subdivision of the Canadian National Railways, southwesterly a distance of 35 miles, also northwest leg of wye at said junction, 0.19 miles in length, at a rate of speed not exceeding 25 miles per hour.

Opening for traffic that portion of the Mawer Southwesterly Branch of the Canadian National Railways from mileage 35 to mileage 49.30, in the province of Saskatchewan, at a rate of speed not exceeding 25 miles per hour.

Opening for traffic of that portion of the Ridgedale Northeasterly Branch of the Canadian National Railways from a point on the Brooksley subdivision, mileage 23.70 to mileage 52.65, at a speed not exceeding 25 miles per hour.

Opening for traffic, portion of the Grand River Railway, as relocated from a point on its main line between Roxboro road and Jarvis street, city of Galt, Ontario, to a point on the main line at mileage 3.00 in the town of Preston, Ontario.

#### RAILWAY CROSSINGS

Installation of interlocking plant at the crossing of the Midland and Cobocouk subdivision of the Canadian National Railways at Lorneville Jet., Ontario.

Relocation of dwarf signal No. 6 at Bayview interlocking plant at the junction of the Oakville and Dundas subdivisions of the Canadian National Railways in the province of Quebec.

Revision of interlocking plant at the crossing of the Canadian National Railways with the Canadian Pacific Railway at Munroe, Manitoba.

Revision of interlocking plant at the crossing of the Canadian National Railways with the Canadian Pacific Railway, at Deer, Manitoba.

Closing down of interlocking plant at the crossing of the Kettle Valley Railway and the Canadian National Railways, at Hope, B.C.

Temporary crossing of the Canadian Pacific Railway by single track of the Fort William Electric Railway at James street, Fort William, Ontario.

Installation of new signal layout at the crossing of the Canadian National Railways by the Canadian Pacific Railway at L'Epiphanie, P.Q.

Alteration in signal protection at crossing of Canadian Pacific Railway and Canadian National Railway at Cornwall, Ont.

Removal of derails Nos. 13, 16, 29, and 30, at the interlocking plant at the crossing of the Canadian National Railways by the Canadian Pacific Railway at Hamilton Jet., Ont.



Installation of flood lighting at the crossing of Highway No. 2-A, near Pelton, Ontario, by the Pere Marquette Railway.

Crossing of the Mission spur of the Canadian National Railways by the Electric Street Railway at Fort William, Ont.

Track and signal alterations at the crossing of the Toronto Terminal Railways at the John street interlocking station, Toronto, Ont.

Alterations to electric interlocker at Leaside, Ontario, at the junction of the Canadian Pacific Railway and the Canadian National Railways.

Alterations in signal operation at the crossing of the Canadian Pacific Railway and the Canadian National Railways at Allenby Jct., Ont.

Alterations to diamonds at the crossing of the Suburban Rapid Transit Railway and the Canadian National Railways on Portage avenue, Winnipeg, Manitoba.

Relocation of crossover 23 and 25 at the interlocking plant at Paris Jct., Ontario, at the crossing of the Canadian National Railways and the Canadian Pacific Railway.

Installation of automatic signal protection at the crossing of the single track of the Canadian National Railways by the double track of the Toronto, Hamilton & Buffalo Railway at Victoria avenue, Hamilton, Ontario.

Installation of automatic signals at crossing of Canadian National Railways and Nipissing Central Railway at Rouyn, P.Q.

Installation of bell and wigwag at the crossing of the Middle road north of Burlington, Ontario, by the Canadian National Railways.

Installation of signals and wigwags at the crossing of the Suburban Rapid Transit Electric Railway and the Canadian National Railways on Portage avenue, in the municipality of St. James, in the province of Manitoba.

Alteration in the signal protection at the crossing of the Michigan Central Railroad and the Canadian National Railways at Southwold, Ont.

Alteration in the signal protection at the crossing of the Michigan Central Railroad and the Canadian National Railways at Appin, Ont.

Crossing of the Minto subdivision of the Canadian National Railways by the Gibson subdivision of the Canadian National Railways at Barker street, South Devon, N.B., to be protected by a half-interlocking plant.

Alterations to interlocking plant at crossing of Canadian Pacific Railway and Canadian National Railways, at Russell, Manitoba.

Rearrangement of signals at crossing of New York Central Railway and the Canadian National Railways at Cecile Jct., P.Q.

Alteration to interlocking plant at the crossing of the Canadian National Railways and Canadian Pacific Railway at Watrous, Sask.

Alteration to interlocking plant at the crossing of the Canadian National Railways and the Canadian Pacific Railway at Wadena, Sask.

Alterations to interlocking plant at the crossing of the Canadian National Railways and Canadian Pacific Railway at Reford, Sask.

#### OPERATION OF INTERLOCKING PLANT

Operation of interlocking plant at the crossing of the Kettle Valley Railway and the Canadian Northern Pacific Railway at Hope, B.C., between the hours of 6 a.m. and 2 p.m., and between the hours of 3.30 p.m. and 11.50 p.m.

Operation of interlocking plant at the crossing of the New York Central Railway and the Sandwich, Windsor & Amherstburg Railway at Amherstburg, Ont.

Operation of interlocking plant at the crossing of the Cobcoconk and the Midland subdivisions of the Canadian National Railways at Lorneville Jct., Ont.

Operation of interlocking plant at the crossing of the Canadian National Railways and Canadian Pacific Railway near Cornwall, Ont.



Operation of interlocking plant at the crossing of the Canadian Pacific Railway and the Canadian National Railways at L'Epiphanie, P.Q.

Operation of interlocking plant at the crossing of the Canadian Pacific Railway and the Canadian National Railways at Paris Jct., Ont.

Operation of interlocking plant at the crossing of the Canadian Pacific Railway and the Canadian National Railways at Ellwood, Ont.

Operation of interlocking plant at the crossing of the Canadian National Railways and the Canadian Pacific Railway at Armley, Sask.

Operation of trains of the Grand River Railway over the Canadian National Railways at Grand River, Ont.

Operation of interlocking plant at crossing of Canadian Pacific Railway and Canadian National Railways at Allenby Jct., P.Q., without trains coming to a stop.

Operation of trains over the track connection of the Fergus and Brampton subdivision of the Canadian National Railways at Guelph Jct., Ont.

#### OPERATION OF BRIDGES

Operation of bridges at mileages 28·4 and 29·8, Viking subdivision, Canadian National Railways, in province of Alberta.

Operation of bridge over the Red Deer river at East Coulee, province of Alberta, by the Canadian Pacific Railway.

Operation of trestle on lot No. 160, Cowichan Bay, Vancouver Island, B.C., by the Canadian National Railways.

Operation of timber bridge over diversion of the east and west road allowance between section 35, township 23, range 1, west 5th meridian, and section 2, township 24, range 1, west 5th meridian, known as 50th avenue, Calgary, Alberta, by the Canadian National Railways.

Operation of Canadian Pacific Railway bridge over the Fraser river at Mission, B.C., by the Department of Public Works of British Columbia for highway traffic.

Operation of bridge over the Red Deer river, on the Rosedale Company's spur at Rosedale, Alberta, by the Canadian National Railways.

Operation of bridge over the Rosebud river in the northeast quarter of section 29, township 27, range 20, west 4th meridian, at mileage 67·2, Drumheller subdivision, Canadian National Railways.

Operation of bridge over the Rosebud river, in the southwest quarter of section 17, township 27, range 21, west of 4th meridian, at mileage 75·3, Drumheller subdivision, Canadian National Railways.

Operation of bridge over the Rosebud river, in the southwest quarter of section 29, township 27, range 20, west 4th meridian, in the province of Alberta, by the Canadian National Railways.

Operation of bridge over the Rosebud river, in the southeast quarter of section 18, township 27, range 21, west 4th meridian, by the Canadian National Railways, in the province of Alberta.

Operation of bridge over the Rosebud river in southeast quarter of section 29, township 27, range 20, west 4th meridian, by the Canadian National Railways, in the province of Alberta.

Operation of bridge over the Rosebud river in the southeast quarter of section 29, township 27, range 20, west 4th meridian, at mileage 67·8, Drumheller subdivision, Canadian National Railways, in the province of Alberta.

Operation of bridge No. 69 over the Nicomekl river, near Crescent, B.C., by the Vancouver, Victoria & Eastern Railway.

Operation of bridge over Carrot creek at mileage 105·4, Wabamun subdivision, Canadian National Railways, in province of Alberta.

Operation of bridge over Lambert creek, mileage 17·5, Lorette subdivision, Canadian National Railways, in province of Alberta.

Operation of bridge No. 129·5, Coquihalla subdivision, Canadian Pacific Railway, in province of British Columbia.

Operation of bridge over the creek at mileage 56·6, Skeena subdivision, Canadian National Railways, in the province of British Columbia.

Operation of bridge over the creek at mileage 80·0, Skeena subdivision, Canadian National Railways, in province of British Columbia.

Operation of bridge over the creek at mileage 84·8, Skeena subdivision, Canadian National Railways, in the province of British Columbia.

Operation of bridge over creek crossing mileage 70·4, Skeena subdivision, in the province of British Columbia.

Operation of overhead bridge at Eva street, Sudbury, Ontario, by the Canadian National Railways.

Operation of bridge over the highway at mileage 145·3, Brazeau subdivision, Canadian National Railways, in the province of Alberta.

Operation of bridge at mileage 85·1, Telkwa subdivision, Canadian National Railways, in the province of British Columbia.

Operation of bridges at mileages 11·2, 11·5, 87·3, and 88·1, Skeena subdivision, Canadian National Railways, in the province of British Columbia.

Operation of bridge at mileage 113·0, Albreda subdivision, Canadian National Railways, in the province of Ontario.

Operation of overhead highway bridge of the Trans-Canada Highway over the Canadian National Railway in lot 14, concessions 1 and 2, township of Nipigon, province of Ontario.

Operation of bridge at mileage 3·8, Dadsland subdivision, Canadian National Railways, in the province of Saskatchewan.

Operation of bridge at mileage 24·6, Owen Sound subdivision, Canadian Pacific Railway, in the province of Ontario.

Operation of bridge over White Earth creek, at mileage 71·6, Coronada subdivision, Canadian National Railways, in the province of Alberta.

Operation of bridge over the Canadian National Railways and Front creek, at Red Rock, Ontario, by the Canadian Pacific Railway.

#### OPERATION OF SUBWAYS

Operation of trains of Canadian National Railways over subway at Plains road, Burlington, Ontario.

Operation of trains of the Canadian National Railways over subway carrying highway No. 12, as diverted under the railway at mileage 72·6, Midland subdivision, province of Ontario.

Operation of trains of the Canadian Pacific Railway over the subway at mileage 0·76, Kingsgate subdivision, at Curzon, B.C.

Operation of trains of the Canadian National Railways under the overhead highway bridge at Clericy, P.Q.

Operation of trains over the subway on Portage avenue,, Winnipeg, Manitoba, by the Canadian Pacific Railway.

Operation of trains of the Canadian National Railways under the overhead crossing at Queen street, Bracebridge, Ontario.

Operation of bridge over the creek at mileage 87·7, Skeena subdivision, Canadian National Railways, in the province of British Columbia.

Operation of bridge over the Bulkley river, at mileage 60·8, Telkwa subdivision, Canadian National Railways, in the province of British Columbia.

Operation of bridge over the Bulkley river, at mileage 62·2, Telkwa subdivision, Canadian National Railways, in the province of British Columbia.

Operation of trains of the Canadian National Railways over subway at St. Georges road, Grand'Mere, P.Q.

Operation of trains of the Canadian National Railways over subway at Station avenue, Shawinigan Falls, P.Q.

Operation of trains of the Canadian National Railways under the bridge over Bridge street, Bromptonville, P.Q.

Operation of trains of Canadian National Railways over subway on highway No. 31, Morrisburg, Ontario.

Operation of trains of the Canadian Pacific Railway over subway on James street, Fort William, Ontario.

#### PROTECTION OF HIGHWAY CROSSINGS

Installation of double bells and wigwags at highway crossing at Inglewood, Ontario, by the Canadian National Railways.

Installation of double bells and wigwags at crossing of highway at Tansley Station, Ontario, by the Canadian National Railways.

Installation of double bells and wigwags at highway crossing at Dewdney, B.C., by the Canadian Pacific Railway.

Installation of double bells and wigwags at crossing of Glasgow street, Guelph, Ontario, by the Canadian National Railways.

Installation of bell and wigwag at crossing of highway, at Ritchie Lake, N.B., mileage 78·18, Sussex subdivision, between Rothesay and Quispamsic, New Brunswick, by the Canadian National Railways.

Installation of double bells and wigwags at highway crossing at Eufield, N.S., mileage 29·72, Bedford subdivision, Canadian National Railways.

Installation of bell and wigwag at highway crossing at Weymouth Station, Nova Scotia, by the Canadian National Railways.

Installation of double bells and wigwags at the crossing of Alexandre Taschereau boulevard, town of Greenfield Park, province of Quebec, by the Canadian National Railways.

Installation of bell and wigwag at the crossing of Trunk Road No. 4, east of James River station, province of Nova Scotia, by the Canadian National Railways.

Establishment of sight lines at highway crossing at Augustus Station, P.E.I., mileage 7·83, Lake Verde subdivision, Canadian National Railways.

Grading of approaches to crossing of Wharf road, Kings county, P.E.I., mileage 0·60, Montague subdivision, Canadian National Railways.

Grading of approaches to crossing of highway at Iris station, P.E.I., mileage 37·80, Murray Harbour subdivision, Canadian National Railways.

Alignment of approaches and establishing of sight lines at crossing of highway at St. Andrews, P.E.I., mileage 19·64, Souris subdivision, Canadian National Railways.

Grading of approaches at crossing of highway, lot 40, Kings county, P.E.I., mileage 24·37, Souris subdivision, Canadian National Railways.

Grading of approaches and establishing of sight lines at crossing of Baldwin road, St. Theresa, P.E.I., mileage 9·4, Georgetown subdivision, Canadian National Railways.

Grading of approaches at crossing of road No. 48, Kings county, P.E.I., by the Canadian National Railways.

Grading of approaches and establishing of sight lines at highway crossing at Dundee, Kings county, P.E.I., mileage 23·1, Souris subdivision, Canadian National Railways.

Grading and alignment of approaches and establishment of sight lines at crossing of highway at Alley's Mills, P.E.I., mileage 17·13, Georgetown subdivision, Canadian National Railways.

Installation of automatic bell and wigwag at first crossing west of Weymouth, Nova Scotia, by the Canadian National Railways.

Installation of automatic bell and wigwag at highway crossing west of Falmouth, Nova Scotia, by the Dominion Atlantic Railway.



Installation of bell and wigwag at crossing of highway at Mount Denson station, Nova Scotia, mileage 36·71, Halifax subdivision, Dominion Atlantic Railway (Canadian Pacific Railway).

Removal of obstructions to view at the crossing of St. Lawrence street, Hadlow, P.Q., mileage 2·9, Drummondville subdivision, Canadian National Railways.

Widening of St. Henry Place crossing over the tracks of the Canadian National Railways, and alterations in the gates and tracks thereat, in the city of Montreal, province of Quebec.

Installation of double electric bells and wigwags at the crossing of Grafton street, Charlottetown, P.E.I., by the Canadian National Railways.

Installation of bell and wigwag at third crossing of highway south of Thetford Mines, P.Q., mileage 66·10, Quebec Central Railway.

Installation of bell and wigwag at crossing of the highway at mileage 0·63, Georgetown subdivision, Mount Stewart, P.E.I., by the Canadian National Railways.

Installation of bell and wigwag at crossing of the first highway west of Deroche, British Columbia, by the Canadian Pacific Railway.

Installation of bell and wigwag at Bear Cliff crossing, mileage 13·03, Chester subdivision, Canadian National Railways, at Hubley, Nova Scotia.

Installation of bell and wigwag at the crossing of the highway just east of Waverley station, Nova Scotia, mileage 2·23, Dartmouth subdivision, Canadian National Railways.

Installation of two flood lights on each side of the crossing of highway No. 4 (gravel road) by the Pere Marquette Railway, St. Thomas, Ontario.

Installation of double bells and wigwags at the crossing of the highway at Brookfield, Nova Scotia, by the Canadian National Railways.

Removal of obstructions to view at the crossing of Port Mouton road at Liverpool, Nova Scotia, by the Canadian National Railways.

Rearrangement of gate tower at the crossing of Heriot street, Drummondville, P.Q., by the Canadian National Railways.

Erection of "Stop" signs on each side of the crossing of Barnard avenue, Vernon, British Columbia, by the Canadian Pacific Railway.

Installation of double bells and wigwags at the crossing of the highway on the town line between the townships of Raleigh and Tilbury East, province of Ontario, by the Pere Marquette Railway.

Installation of bell and wigwag at crossing of the highway one mile east of Goderich, Ontario, by the Canadian National Railways.

Installation of double bells and wigwags at the crossing of County road, No. 14, west of Stouffville station, Ontario, by the Canadian National Railways.

Installation of bell and wigwag at the crossing of highway No. 24, mileage 40·2, Port Dover & Galt subdivision, Lake Erie & Northern Railway, at Bloomsberg stop, in the province of Ontario.

Installation of two wigwag signals and one bell at the crossing of Raleigh street, Chatham, Ontario, by the Canadian National Railways.

Installation of additional wigwag signal at the crossing of the highway crossing just east of Hampton station, New Brunswick, mileage 67·32, Sussex subdivision, Canadian National Railways.

Installation of double bells and wigwags at crossing of highway east of Edmundston, New Brunswick, by the Canadian National Railways.

Installation of double bells and wigwags at the crossing of Wellington street, Sault Ste. Marie, Ontario, by the Canadian Pacific Railway.

Installation of double bells and wigwags at the crossing of highway at mileage 0·4, Huntsville subdivision, Canadian National Railways, province of Ontario.

Installation of automatic cut-out for the wigwag signal at the crossing of St. James street, St. Pierre, Quebec, by the Canadian National Railways.



Maintenance of watchman at the crossing of Heatley avenue, Vancouver, British Columbia, by the Canadian Pacific Railway.

Installation of wigwag in addition to existing bell and an additional bell and wigwag at the first crossing east of Corinth station, Ontario, by the Canadian National Railways.

Installation of double bells and wigwags at the crossing of Arthur street, Paipoonge, Ontario, by the Canadian National Railways.

Improvement of sight lines of the grade crossing of highway by the Canadian National Railways, at mileage 10.31, Midland subdivision, near Grasshill, Ontario.

Installation of bell and wigwag at highway crossing at Downer's Corners, Ontario, mileage 61.5, Campbellford subdivision, Canadian National Railways.

Installation of double bells and wigwags at crossing of the highway thirty feet south of Pamleone station platform, in the province of New Brunswick, by the Canadian Pacific Railway.

Installation of double bells and wigwags at crossing of College avenue, Moose Jaw, Saskatchewan, by the Canadian Pacific Railway.

Installation of double bells and wigwags at crossing of provincial highway No. 38, in town of Laval des Rapides, Quebec, by the Canadian National Railways.

Installation of two wigwags and one bell at the crossing of Lansdowne street, Peterboro, Ontario, by the Canadian Pacific Railway.

Installation of bell and wigwag at highway crossing at Crow Lake station, Ontario, by the Canadian Pacific Railway.

Establishment of sight lines at the crossing of Souris River road, at Souris, P.E.I., by the Canadian National Railways.

Installation of bell and wigwag at the crossing of Raglan road, 2.57 miles east of Myrtle station, Ontario, by the Canadian National Railways.

Installation of one electric bell and two wigwags at crossing of Broadway avenue, Montreal East, Quebec, by the Canadian National Railways.

Installation of one bell and two wigwags at the crossing of Huron street, Newmarket, Ontario, by the Canadian National Railways.

Reconstruction of highway crossing of the Canadian National Railways at Gormanville road, North Bay, Ontario.

Installation of double bells and wigwags at crossing of Arthur street, Paipoonge, Ontario, by the Canadian Pacific Railway.

Installation of two wigwags and one bell at each of the crossings of Victoria and Erie streets, Ridgetown, Ontario, by the Pere Marquette Railway.

Installation of double bells and wigwags at crossing of highway two miles west of Paynes, Ont., by the Canadian National Railways.

Grading of approaches and establishing of sight lines at nineteen highway crossings in Prince Edward Island, by the Canadian National Railways.

Alterations in ringing circuits of bell and wigwag at the crossings of Victoria and Albert streets, Alliston, Ontario, by the Canadian Pacific Railway.

Installation of gate and gate arm in addition to existing bells and wigwags at crossing of Irishtown road, Sunny Brae, New Brunswick, by the Canadian National Railways.

Installation of double bells and wigwags at highway crossing east of Lennoxville station, Quebec, by the Canadian National Railways.

Reconstruction of highway crossing two miles east of Belleville, Ontario, and the installation of four bells and wigwags by the Canadian Pacific Railway.

Grading of approaches and realignment of track of Canadian National Railways at the crossing of Church street, Alberton, P.E.I.

Installation of double bells and wigwags at the crossing of Plymouth road in the city of Welland, province of Ontario, by the New York Central Railroad.

Installation of four wigwags with one bell at the intersection of George and Romaine streets, Peterboro, Ontario, by the Canadian National Railways.

Installation of bell and wigwag at the crossing of Forest street, Parry Sound, by the Canadian National Railways.

Installation of gate and gate arm to be attached to post of bell and wigwag at the crossing of Queen street, Moncton, New Brunswick, by the Canadian National Railways.

Installation of gate and gate arm to be attached to post of bell and wigwag at the crossing of Lutz street, Moncton, New Brunswick, by the Canadian National Railways.

Installation of gate and gate arm to be attached to bell and wigwag at the crossing of Church street, Moncton, New Brunswick, by the Canadian National Railways.

Installation of gate and gate arm to be attached to bell and wigwag at the crossing of St. George street, Moncton, New Brunswick, by the Canadian National Railways.

Improvement of grade approach to highway crossing at mileage 103.1, Mulgrave subdivision, Canadian National Railways, at Tracadie, Nova Scotia.

Installation of bell and wigwag at crossing of Brick street, immediately south of Stop 2, in the township of Westminster, county of Middlesex, province of Ontario, by the London & Port Stanley Railway.

Installation of bell and wigwag at crossing of Warren street, village of Port Stanley, province of Ontario, by the London & Port Stanley Railway.

Installation of double bells and wigwags at highway crossing in lot 8, concession 5, Dryden township, district of Sudbury, province of Ontario, by the Canadian Pacific Railway.

Installation of bell and wigwag at crossing of highway at York station, P.E.I., by the Canadian National Railways.

Installation of double bells and wigwags at crossing of highway No. 17, east of Pembroke, Ontario, by the Canadian Pacific Railway.

Installation of bell and wigwag at the crossing of highway No. 24, west of Alexandria station, Ontario, by the Canadian National Railways.

## CONTRIBUTIONS FROM RAILWAY GRADE CROSSING FUND

Protection	Location	Railway	Contribution
Highway diversion.....	Prince George, B.C.....	C.N.R.....40%	\$ 400 00
Wig-wags (2).....	Glasgow St., Guelph, Ont.....	C.N.R.....40%	250 00
Grading approaches.....	Lancaster, Ont.....	C.N.R.....40%	18 10
Bell and wig-wag (1).....	Thetford Mines, P.Q.....	Q.C.R.....40%	720 00
Highway diversion.....	Louiseville, P.Q.....	C.P.R.....25%	98,867 20
Flood lighting.....	Pelton, Ont.....	P.M.R.....40%	172 00
Bells and wig-wags (2).....	Stayner, Ont.....	C.N.R.....40%	920 00
Sight lines established.....	Port Moncton Road, Liverpool, N.S.....	C.N.R.....40%	104 00
Grading approaches.....	Jeanie St., Pakenham, Ont.....	C.P.R.....40%	108 00
Bells and wig-wags (2).....	Merlin Station, Ont.....	P.M.R.....40%	920 00
Subway.....	Victoria Park Avenue, Toronto, Ont.....	C.N.R.....40%	25,000 00
Bells and wig-wags (2).....	Gravenhurst, Ont.....	C.N.R.....40%	840 00
Automatic cut-out.....	St. James St., St. Pierre, P.Q.....	C.N.R.....40%	220 00
Bells and wig-wags (2).....	Arthur St., Paipoonge, Ont.....	C.N.R.....40%	1,320 00
" " (1).....	Burlington, Ont., Middle Road.....	C.N.R.....40%	800 00
Sight lines established.....	Township of North Norwich, Ont.....	C.N.R.....40%	60 00
Bells and wig-wags (2).....	Arthur St., Paipoonge, Ont.....	C.P.R.....40%	1,380 00
" " (1).....	Brick St., Township of Westminster, Ont.....	L. & P.S.R.....40%	800 00
" " (2).....	Pembroke, Ont.....	C.P.R.....40%	1,000 00
" " (1).....	Alexandria, Ont.....	C.N.R.....40%	740 00
" " (1).....	Warren St., Port Stanley, Ont.....	L. & P.S.R.....40%	800 00

## CONTRIBUTIONS UNDER DEPARTMENT OF TRANSPORT VOTE No. 357, 1937-38

Erection "Stop" signs.....	Schubert St., Vernon, B.C.....	C.P.R.....100%	\$ 220 00
Overhead highway crossing.....	Twp. of Commanda, Ont.....	C.N.R.....70%	25,600 00
Bell and wig-wag (1).....	Godorich, Ont.....	C.N.R.....70%	1,120 00
" " (2).....	Wellington St., Sault Ste. Marie, Ont.....	C.P.R.....70%	2,110 00
" " (1).....	Stouffville, Ont.....	C.N.R.....70%	2,100 00
Subway.....	Bloomsburg, Ont.....	L.E. & N. Ry. (C.P.R.)...70%	1,120 00
	Victoria Park Ave., Toronto, Ont.....	C.N.R.....50%	125,000 00

## CONTRIBUTIONS UNDER DEPARTMENT OF TRANSPORT VOTE No. 357, 1937-38—Concluded

Protection	Location	Railway	Contribution
Bells and wig-wags (1).....	Raleigh St., Chatham, Ont.....	C.P.R.....70%	1,960 00
Bell (1).....			
Highway diversion.....	East Chester, N.S.....	C.N.R.....70%	30,966 00
Wig-wag.....	Hampton Station, N.B.....	C.N.R.....70%	616 00
Highway diversion.....	Goat Lake, N.S.....	C.N.R.....70%	18,910 00
Bells and wig-wags (2).....	Edmundston, N.B.....	C.N.R.....70%	2,100 00
Subway.....	Twp. of Vaughan, Ont.....	C.P.R.....70%	63,210 00
Bell and wig-wag (1).....	Corinth, Ont.....	C.N.R.....70%	2,170 00
Bell (1).....			
Overhead highway crossing.....	Mile 103-1, Matapedia Subd., P.Q.....	C.N.R.....70%	24,000 00
Subway reconstruction.....	Twp. of Ekfrid, Ont.....	C.N.R.....70%	30,380 00
Highway diversion.....	Near Yarbo, Sask.....	C.N.R.....100%	1,300 00
Sight lines established.....	Grasshill, Ont.....	C.N.R.....100%	600 00
Bell and wig-wag (1).....	Downer's Corners, Ont.....	C.N.R.....70%	1,274 00
" " (2).....	Pamlenoe, N.B.....	C.P.R.....70%	1,890 00
Overhead highway crossing.....	Red Cap Station, Nanoose, Vancouver Island, B.C.....	C.P.R.....100%	24,000 00
Bell and wig-wag (2).....	College Ave., Moose Jaw, Sask.....	C.P.R.....70%	2,065 00
" " (2).....	Laval des Rapides, P.Q.....	C.P.R.....70%	2,394 00
Overhead crossing.....	Crucillatville, B.C.....	C.P.R.....100%	20,000 00
Bell and wig-wag (2).....	Lansdowne St., Peterboro, Ont.....	C.P.R.....70%	2,485 00
Subway.....	Elphinstone, Man.....	C.N.R.....70%	7,700 00
Bell and wig-wag (1).....	Crow Lake Station, Ont.....	C.P.R.....100%	2,600 00
Subway reconstruction.....	Greenfield Ave., Ottawa, Ont.....	C.P. & C.N. Rys.....70%	52,500 00
Sight lines established.....	Souris River Road, Souris, P.E.I.....	C.N.R.....70%	1,400 00
Bell and wig-wag.....	Raglan Road, Myrtle, Ont.....	C.P.R.....70%	1,260 00
Bell and wig-wag (1).....	Broadway Ave., Montreal East, P.Q.....	C.N.R.....70%	2,170 00
Wig-wag (1).....			
Bell and wig-wag (1).....	Huron St., Newmarket, Ont.....	C.N.R.....70%	2,800 00
Wig-wag (1).....			
Overhead highway bridge.....	Parish of Laprairie, P.Q.....	C.N.R.....70%	59,638 00
Highway diversion.....	Newport, P.Q.....	C.N.R.....70%	4,000 00
Reconstruct highway crossing.....	Gormanville Road, North Bay, Ont.....	C.N.R.....100%	1,892 00
Highway diversion.....	Selkirk-Winnipeg Beach Highway, St. Andrews, Man.....	C.P.R.....70%	3,498 31
" ".....	East of Saskatoon, Sask.....	C.P.R.....85%	18,156 00
Bell and wig-wag (4).....	Victoria and Eric Sts., Ridgetown.....	P.M.R.....100%	3,900 00
Wig-wag (2).....			
Bells and wig-wags (2).....	Two miles west of Payne, Ont.....	C.N.R.....70%	1,540 00
Highway diversion.....	Ritchie Station, N.B.....	C.N.R.....70%	2,852 50
Establish sight lines.....	R.M. Sarnia No. 221, Sask.....	C.P.R.....85%	12,240 00
Alterations in signals.....	Nineteen highway crossings, P.E.I.....	C.N.R.....70%	4,462 50
Gate arms.....	Victoria and Arthur Sts., Alliston, Ont.....	C.P.R.....70%	2,100 00
Highway diversion.....	Irishtown Road, Sunny Brae, N.B.....	C.N.R.....100%	1,500 00
Grading crossings.....	Morse, Sask.....	C.P.R.....70%	26,703 91
Highway diversion.....	Mill St., and South St., Kitchener, Ont.....	C.N.R.....40%	4,000 00
" ".....	Port Stanton Road, Sparrow Lake, Ont.....	C.N.R.....70%	1,050 00
Overhead highway crossing.....	Twp. of Bala, Ont.....	C.N.R.....70%	700 00
Subway.....	Grant's Cut, R.M. Daly, Man.....	C.N.R.....70%	11,900 00
Bells and wig-wags (2).....	Cowansville, P.Q.....	C.P.R.....70%	58,224 00
Subway reconstruction.....	Lennoxville, P.Q.....	C.N.R.....70%	1,750 00
Subway widening.....	Gibson St., Parry Sound, Ont.....	C.N.R.....50%	16,612 50
Grading approaches.....	Oakville, Ont.....	C.N.R.....40%	4,400 00
Gates.....	Church St., Alberton, P.E.I.....	C.N.R.....70%	700 00
Bells and wig-wags (2).....	Dundas St., Galt, Ont.....	C.P.R.....70%	4,200 00
" " (1).....	Plymouth Road, Welland, Ont.....	N.Y.C.....50%	3,000 00
Wig-wags (4).....	Romaine St., Peterboro, Ont.....	C.N.R.....70%	2,870 00
Bells and wig-wags.....	George St.....		
Gate arms.....	Forest St., Parry Sound, Ont.....	C.N.R.....70%	1,400 00
" ".....	Queen St., Moncton, N.B.....	C.N.R.....100%	1,500 00
" ".....	Lutz St., Moncton, N.B.....	C.N.R.....100%	1,500 00
" ".....	Church St., Moncton, N.B.....	C.N.R.....100%	1,500 00
" ".....	St. George St., Moncton, N.B.....	C.N.R.....100%	1,500 00
Grading approaches.....	Tracadie, N.S.....	C.N.R.....70%	175 00
Subway reconstruction.....	Station Ave., Shawinigan Falls, P.Q.....	C.N.R.....70%	29,189 00
Bells and wig-wags.....	Twp. of Dryden, Ont.....	C.P.R.....70%	1,783 00
Subway.....	Ascot Corners, P.Q.....	Q.C.R.....70%	15,156 00
Bell and wig-wag (1).....	York Station, P.E.I.....	C.N.R.....70%	1,050 00
Subway reconstruction.....	D'Arcy St., Emerson, Man.....	C.N.R.....70%	24,500 00

## CONTRIBUTIONS UNDER DEPARTMENT OF TRANSPORT VOTE No. 417, 1937-38

Bells and wig-wags (2).....	Inglewood, Ont.....	C.N.R.....70%	\$ 1,400 00
" " (2).....	Tunsley Station, Ont.....	C.N.R.....70%	1,400 00
" " (2).....	Dewdney Station, B.C.....	C.P.R.....70%	2,751 70
" " (1).....	Rothsday, N.B.....	C.N.R.....70%	910 00
" " (2).....	Enfield, N.S.....	C.N.R.....70%	1,960 00
" " (1).....	Weymouth, N.S.....	C.N.R.....70%	910 00
" " (2).....	Alexandre Taschereau Blvd., Greenfield Park, P.Q.....	C.N.R.....70%	1,295 00
" " (1).....	James River Station, N.S.....	C.N.R.....70%	1,067 50
Sight lines established.....	Prince Edward Island.....	C.N.R.....70%	2,114 00



## CONTRIBUTIONS UNDER DEPARTMENT OF TRANSPORT VOTE No. 417, 1937-38—Concluded

Protection	Location	Railway	Contribution
Bell and wig-wag (1).....	Weymouth, N.S.....		
" " (1).....	Falmouth, N.S.....	G.N.R.....70%	1,120 00
" " (1).....	Mount Denson, N.S.....	D.A.R.....70%	1,120 00
" " (2).....	Grafton St., Charlottetown, P.E.I.....	D.A.R.....70%	1,120 00
" " (1).....	Georgetown, P.E.I.....	C.N.R.....70%	1,365 00
" " (1).....	Deroche, B.C.....	C.N.R.....70%	1,015 00
" " (1).....	Hubley, N.S.....	C.P.R.....70%	2,751 00
" " (1).....	Waverley Station, N.S.....	C.N.R.....70%	1,085 00
Flood lighting.....	Gravel Road, St. Thomas, Ont.....	C.N.R.....70%	1,050 00
Bell and wig-wag (2).....	Brookfield, N.S.....	P.M.R.....70%	98 00
		C.N.R.....70%	1,540 00

## CONTRIBUTIONS UNDER DEPARTMENT OF TRANSPORT VOTE No. 420, 1937-38

Highway diversion.....	Mile 0-83, Cowichan Lake Subd., B.C.....	C.P.R.....100%	\$10,500 00
Removal obstruction to view.....	St. Lawrence St., Hadlow, P.Q.....	C.N.R.....70%	10,500 00
Highway diversion.....	Cummane St., Truro, N.S.....	C.N.R.....50%	2,500 00
" ".....	Louiseville, P.Q.....	C.P.R.....75%	296,602 50

## GENERAL STATEMENT SHOWING NUMBER OF INDUSTRIAL SIDINGS, HIGHWAY CROSSINGS, DIVERSIONS, BELLS AND WIG-WAGS, BRIDGES, GATES, INSTALLED DURING YEAR ENDED DECEMBER 31, 1937

Provinces	Industrial Sidings	Highway Crossings	Highway Diversions	Highway Crossings Closed	Overhead Highway Crossings	Highway Under-Crossings	Gates	Bridge	Wig-Wags	Bells and Wig-Wags
British Columbia....	10	13	3	5	4	0	0	10	0	5
Alberta.....	12	10	1	17	0	0	0	11	0	2
Saskatchewan.....	4	11	5	10	1	0	0	8	0	0
Manitoba.....	5	16	2	10	1	1	0	16	0	0
Ontario.....	19	47	4	12	3	3	1	15	8	49
Quebec.....	17	42	4	10	6	2	0	7	1	8
New Brunswick.....	0	1	2	0	0	3	5	1	0	6
Nova Scotia.....	0	1	4	1	0	0	0	0	0	11
Prince Edward Island.....	0	0	0	0	0	0	0	0	0	4
Total.....	67	141	25	65	15	9	6	68	9	85

## RAILWAY GRADE CROSSING FUND

In accordance with the provisions of subsection (5) of section 262 of the Railway Act, 1909, provision was made that the sum of \$200,000 each year, for ten consecutive years from the 1st day of April, 1909, be appropriated and set apart from the consolidated revenue fund for the purpose of aiding actual construction work for the protection, safety and convenience of the public in respect of highway crossings of railways at rail level, in existence on the 1st day of April, 1909, the said sums to be placed to the credit of a special account to be known as "The Railway Grade Crossing Fund," to be applied by the Board, subject to certain limitations set out in the Act, and amending Acts, solely towards the cost (not including that of maintenance and operation) of actual construction work for the purpose specified. In 1919, the same sum was voted for another ten years, and again in 1929. An amount of \$500,000 was transferred to the Railway Grade Crossing Fund from the Unemployment Relief Fund, 1930, and \$500,000 from the Unemployment and Farm Relief Fund, 1931-32; \$500,000 by special vote of Parliament in 1934; \$1,000,000 by the Public Works Construction Act, 1935—revoted by Vote, 417, \$985,391; \$1,000,000 by Vote 420, Special Supplementary Estimates, 1936-37, and Vote 357, Special Supplementary Estimates, 1937-38, provided \$1,064,000 for new projects as well as revoting \$1,436,000 to cover commitments already made under previous votes; making a total amount provided up to the end of the year 1937 of \$10,349,391. Out of these funds, the sum of \$7,597,443.79 has already been paid, and 90 per cent of the remainder has been committed.



In 1928, the Railway Act was amended by chapter 43, 18-19 George V, and provision was made that in the case of any one crossing the total amount of money to be applied by the Board out of the Railway Grade Crossing Fund, in providing protection, safety and convenience for the public, shall be 40 per cent of the cost of actual construction work, and in no case shall the contribution exceed \$100,000. Under the terms of the Public Works Construction Act, 1935, Vote 420 of the Special Supplementary Estimates, 1936-37, and Vote 357 of the Special Supplementary Estimates, 1937-38, grants could be made up to 100 per cent of the cost of construction out of the funds provided under those Acts.

From the 1st day of April, 1909, to the 31st of December, 1937, the Board ordered contributions from the Railway Grade Crossing Fund towards the protection of 1,803 crossings, as follows:—

By Automatic interlocking plants .....	14
Closing crossings .....	235
Crossings eliminated .....	111
Diversion and overhead bridge .....	14
Diversion and subway .....	9
Diversion to subway .....	4
Electric bell .....	192
Electric bell and flashlight .....	2
Electric bell and wigwag .....	609
Electric bell, wigwag and gate arm .....	5
Electric bell and wigwag and removing obstructions to view .....	7
Electric flashlight .....	1
Easing curve on approach to bridge .....	1
Gates .....	126
Gates, automatic .....	3
Gates, electric .....	1
Gates and half interlocker .....	1
Improvement to grade on crossing approaches .....	18
Footbridge .....	1
Lengthening ringing circuit of bell .....	2
Lightning flash signals .....	12
Overhead bridges reconstructed .....	2
Overhead bridges .....	109
Open two level crossings in lieu of replacing wooden bridge .....	1
Pedestrian subways .....	2
Shelter (watchman) .....	1
Removing obstructions to view and reducing grade .....	6
Removing obstructions to view .....	161
Subways .....	137
Subways reconstructed .....	3
Tunnel .....	1
Floodlights .....	2
Wigwags .....	7
Tower (Watchman) .....	3

There were 270 highway diversions constructed which made it possible to close 245 crossings, and eliminate traffic from 111 crossings.

During the year 1937, protection was provided at 93 crossings, as follows:—

By closing crossing .....	17
Electric bells and wigwags and gate arms .....	5
Electric bells and wigwags .....	30
Floodlights .....	1
Gates .....	1
Improving grade crossing approaches .....	4
Overhead bridge .....	7
Reconstruct overhead bridge .....	2
Reconstruct subway .....	3
Removing obstructions to view .....	17
Subways .....	5
Open two level crossing in lieu of replacing wooden bridge .....	1

Eleven highway diversions were approved during the year, which made it possible to close 17 crossings, and eliminate traffic from 5 others.

During the year \$229,600.13 was paid out of the Railway Grade Crossing Fund.

SUMMARY OF COMMITMENTS MADE AGAINST FUNDS PROVIDED UNDER  
VOTE 357—SPECIAL SUPPLEMENTARY ESTIMATES, 1937-1938

British Columbia .....	\$ 63,819 44
Alberta .....	
Saskatchewan .....	63,444 91
Manitoba .....	46,888 31
Ontario .....	416,233 41
Quebec .....	232,305 00
New Brunswick .....	17,688 50
Nova Scotia .....	50,051 00
Prince Edward Island .....	8,501 50
	<u>\$ 898,982 07</u>

A number of projects are under consideration which would use up the remainder of the funds not yet committed.

EXPENDITURES FOR PROTECTION AT HIGHWAY CROSSINGS 1909 TO  
DECEMBER 31, 1937

Province	Grade Crossing Fund	Per- centage of total	Municipality	Per- centage of total	Railway	Per- centage of total	Total
	\$ cts.		\$ cts.		\$ cts.		\$ cts.
British Columbia.	580,483 94	33·88	726,115 10	42·38	406,836 68	23·74	1,713,435 72
Alberta.....	330,857 13	29·74	383,853 50	34·50	397,927 98	35·76	1,112,638 61
Saskatchewan.....	295,283 30	22·25	719,910 77	54·26	311,603 99	23·49	1,326,798 06
Manitoba.....	282,514 06	40·51	193,838 04	27·80	220,941 76	31·69	697,293 86
Ontario.....	4,625,259 97	17·42	8,547,139 54	32·19	13,375,004 33	50·39	26,547,403 84
Quebec.....	826,530 95	24·94	1,721,623 86	51·95	765,904 12	23·11	3,314,058 93
New Brunswick...	171,823 65	38·98	131,959 99	29·94	137,024 15	31·08	440,807 79
Nova Scotia.....	475,066 23	40·63	474,088 29	40·55	220,068 53	18·82	1,169,223 05
Prince Edward Island.....	9,624 56	59·63	4,839 29	29·98	1,677 72	10·39	16,141 47
Total.....	7,597,443 79	34·22	12,903,368 38	38·17	15,836,989 26	27·61	36,337,801 43

The above figures include payments from the Railway Grade Crossing Fund and all other Votes for highway crossing protection.

## APPENDIX "C"

REPORT OF THE CHIEF OPERATING OFFICER OF THE BOARD FOR  
THE YEAR ENDED DECEMBER 31, 1937

February 11, 1938.

P. F. BAILLARGEON, Esq.,  
Secretary,  
Board of Railway Commissioners,  
Ottawa, Ont.

DEAR SIR.— I submit, for the Board's thirty-third report, the annual report of the Operating Department for the year ended December 31, 1937.

	Year 1937	Last 10-year period
<i>Accidents—</i>		
Total accident reports received from railways and investigated.. . . .	2,138	24,370
Total persons killed.. . . .	2,138	24,370
Total persons injured.. . . .	340	3,427
	2,349	25,581
<i>Fatalities—</i>		
Passengers.. . . .	7	109
Employees.. . . .	67	706
Trespassers and others.. . . .	266	2,630
Total.. . . .	340	3,445
<i>Injuries—</i>		
Passengers.. . . .	412	3,383
Employees.. . . .	1,281	15,980
Trespassers and others.. . . .	656	6,246
Total.. . . .	2,349	25,709
<i>Highway Crossing Accidents—</i>		
Accidents.. . . .	286	2,871
Persons killed.. . . .	114	1,119
Persons injured.. . . .	411	3,828
<i>Motive Power—</i>		
Number of locomotives.. . . .	5,223	—
Reports of Hydrostatic Tests, Removal of Lagging and Dome Caps, Testing of Stay Bolts, Washouts, Boilers and appurtenances, etc. . .	62,960	657,716
<i>Inspection of Motive Power—</i>		
Locomotives inspected.. . . .	7,890	95,625
Locomotives found defective.. . . .	643	4,580
Defects.. . . .	915	5,996
<i>Locomotive Boilers—</i>		
(Applications for extension of time for removal of flues)		
Applications received from railways.. . . .	197	1,443
Internal inspections made.. . . .	201	1,362
Applications granted.. . . .	199	1,360
Applications refused.. . . .	2	26
Applications withdrawn or otherwise disposed of	3	57
<i>Stationary Boilers—</i>		
Number of Stationary Boilers.. . . .	1,888	—
Inspections Reports.. . . .	3,946	43,973
Inspections made.. . . .	998	—
Fire protective appliance inspection reports . . .	1,695	—

	Year 1937	Last 10-year period
<i>Safety Appliance and Equipment Inspections—</i>		
Freight cars inspected.. . . . .	62,832	663,896
Freight cars found defective.. . . . .	3,371	34,537
Defects.. . . . .	3,972	38,849
Passenger coaches inspected.. . . . .	2,714	—
Passenger coaches found with defects.. . . . .	193	—
<i>Inspection of Freight Cars for Correct Tare Weight—</i>		
Number of cars inspected.. . . . .	19,827	*
Number of cars found overdue for weighing for tare.. . . . .	677	*

\*No check made prior to 1936.

#### ACCIDENTS ATTENDED BY LOSS OF LIFE OR PERSONAL INJURY

The number of accidents investigated totalled 2,138, involving 2,689 casualties, of which number 340 persons were killed and 2,349 were injured. This is a reduction from the previous year of 718 casualties, and in view of the railways' increase of 1,873,636 train miles, a larger number of men employed, and more passengers carried than for the previous year, the reduction in casualties indicates a marked improvement. Major train accidents on all railways in Canada dropped from 68 in 1936 to 49 in 1937, showing a reduction of this class of accident of 27.94 per cent from the previous year.

Out of a total of 2,138 accidents, involving 2,689 casualties, there were 122 trespassers killed and 159 injured. Reference is made to statement No. 10, showing by railways and provinces the number of trespassers killed and injured. For the year 1936 there were 122 trespassers killed and 161 injured, this being a decrease of 2 injured.

Highway crossing accidents for the year numbered 286, resulting in 114 persons killed and 411 injured. A comparison with the previous year is as follows:—

	Accidents	Killed	Injured
1936.. . . . .	243	113	367
1937.. . . . .	286	114	411

Of these 286 accidents, 267 involved motor vehicles resulting in 105 deaths and injured 397. The remainder of the accidents, 19, involved horse-drawn vehicles, pedestrians, etc., and resulted in 9 deaths and injuries to 14.

Of the 286 accidents at highway crossings 169 occurred during the daytime and 117 at night.

Accidents to the number of 101 were caused by auto vehicles running into the sides of trains at crossings, resulting in 10 persons being killed and 187 injured. Twenty-nine of this class of accident occurred during the daytime and seventy-two at night.

Details of contributory factors involved in various classes of crossing accidents are shown in statement No. 19. Other particulars of highway crossing accidents, protection provided, etc., are shown in statements Nos. 12 to 20 inclusive.

#### INSPECTION OF SAFETY APPLIANCES AND CAR EQUIPMENT

The work coming within this category is largely carried on under the provisions of section 298 of the Railway Act and the Board's General Orders Nos. 102, 128, 261, 270, 346, 458, 461 and 515. In this connection reference is made to detailed statements Nos. 21 and 22.

Commencing with the year 1936, a system of checking railway freight cars overdue for tare was inaugurated and for the year 1937 out of 19,827 cars so inspected, 677 cars were found to be overdue for weighing for tare. Attention



of the railways was drawn to all such cases and all overdue cars were worked to a sealing point, weighed for tare and restencilled. This class of inspection is important and will be closely followed up.

#### INSPECTION OF MOTIVE POWER

This division of the work is carried on under sections Nos. 200, 201, 298, and 299 of the Railway Act, and the Board's General Orders Nos. 12, 31, 66, 102, 131, 289, 293, 385, 402, 404, 412, 415, 424, 434, 436, 463, 473, 480, 486, 510, 516, 522, 524, 531, 534, 538, and 548. For details, see statement No. 23.

The inspection of locomotive and car equipment, it will be readily understood, entails considerable time and labour both on the ground and at headquarters, where the work of recording, checking and filing of the numerous reports filed by our inspectors is carried on, and subsequent correspondence with railway companies involved with a view to having the defects remedied as promptly as possible in the interests of public safety and of employees engaged in train operations.

#### LOCOMOTIVE BOILER EXTENSIONS OF TIME

During the year the Board's Mechanical Inspectors made 201 internal examinations of locomotives. One hundred and ninety-eight applications were granted the full period of time requested.

Upon examination, it was found that one locomotive was in such condition that the full extension requested could not be authorized, but extension for a shorter period of time was allowed. In two cases the conditions were such that the extension could not be properly granted, and were refused. Two applications were withdrawn for various reasons and one was declined.

Under General Order No. 473, Locomotive Boiler Inspection Order, 62,960 report forms of monthly and annual inspections, tests, etc., were filed by railway companies with the department during the year, covering 5,223 locomotives.

#### INSPECTION OF STATIONARY BOILERS

This feature is dealt with under General Orders Nos. 330 and 416. During the year 998 boilers and appurtenances were inspected and reported upon, as well as the condition of the boilerhouse. Defects on boilers reported were rectified. In addition, there were received 1,695 reports of monthly inspection of fire protective appliances on stationary boilers, under General Order No. 548.

#### STATIONARY BOILER REPORTS

Pursuant to General Order No. 330, the stationary boiler Inspection Order, 3,916 report forms of semi-annual and annual inspections were filed during the year, covering 1,888 stationary boilers. The checking and recording of the above-mentioned locomotives and stationary boiler reports, together with the necessary correspondence in connection therewith naturally creates an extensive line of work.

#### INSPECTION OF PASSENGER EQUIPMENT: STATIONS, BUILDINGS AND PREMISES

This work comprises features of safety, cleanliness, lighting, accommodation, etc. A large number of matters have been brought to the attention of the proper officials with beneficial results.

APPLICATIONS AND COMPLAINTS *re* TRAIN AND STATION SERVICES: PROPOSED ABANDONMENT OF LINES: INTERLOCKING PLANTS: HIGHWAY CROSSING PROTECTION: STATION LOCATIONS: STATION AGENT: CAR SUPPLY: ETC.

The work under this heading covers a wide range of subjects and entails in many instances a considerable amount of inquiry and research. During the year all complaints and applications were inquired into and reported upon. This involved a large amount of detailed inquiry and study, due to the many and intricate services affected in all parts of the country, to provide services that would meet the varying situations as adequately as possible under existing conditions.

#### INFLAMMABLE LIQUIDS—HANDLING AND STORAGE ON OR ADJACENT TO RAILWAY PROPERTY

The extensive development of the Gasoline and Oil Industry has greatly increased the number of installations for the handling and storage of Inflammable Liquids on or adjacent to railway property. The handling and storage of these inflammable commodities is regulated under the requirements of General Orders Nos. 441, 514 and 530, and Circular No. 241 of the Board.

The term "Inflammable Liquids" covers any such liquid having either a vapour tension in excess of 8 pounds per square inch, or with a flash point below 30° F.; the liquids so handled and stored being largely confined to the hydrocarbons.

There are approximately 4,091 installations located on or adjacent to railway property for the handling and storage of inflammable liquids, dependent upon railway service, divided as follows:—

Refineries, distilleries, manufacturing or processing plants.....	84
Marine loading and unloading terminals, storage tanks and pipe lines..	84
Loading and unloading racks, bulk storage tanks and pipe lines.....	1,586
Loading and unloading racks, warehouses, storage tanks and pipe lines.	1,498
Warehouses for drum and barrel storage.....	839

The above installations are distributed approximately as follows:—

	Installations
Canadian National Railways.....	2,010
Canadian Pacific Railway.....	1,915
Other railways .....	166

The Board's Regulations govern the distance from tracks refineries, distilleries, manufacturing or processing plants, storage tanks, pipe lines, loading racks and unloading points shall be located; provisions for the installation of dikes where required; vapour venting of storage tanks, inspection of tanks and pipe lines and precautionary measures to be taken to guard against explosion and fire during loading and unloading operations.

The hazard involved as to handling and storage of inflammable liquids is that of exposure from burning liquid escaping from tanks, drums, barrels and pipe lines; flow of such liquids to other properties through rupture or in the case of crude petroleum, boil over and the possibility of explosions from vapours which may be liberated. A number of such accidents occur annually and are investigated and reported upon to the extent the facilities of the department will permit. Accidents of this character are increasing, due largely to the continued development of the gasoline and oil industry, careless handling and faulty installations.

In order to cope with this situation more rigid compliance with the Board's Orders and Regulations are being insisted upon in co-operation with the railways and oil companies.

## APPLICATION FOR APPROVAL OF LOCATION OF REFINERY, OIL AND GASOLINE INSTALLATIONS, ETC., ON OR ADJACENT TO RAILWAY PROPERTY

Under Circular No. 241, dated September 7, 1937, there were 16 applications made to the Board for approval of locations of above installations which were investigated and disposed of.

## COMPRESSED GASES

During the past two years numerous reports reached the Board of accidents relative to storage and handling of compressed gases. As a result of investigations carried on by the Operating Department of the Board, it was found necessary to promulgate General Order No. 561 dated April 27, 1937. Under this order it is now required that residue from compressed gas storage tanks, gas tanks attached to passenger or other rolling stock, gas service pipe lines, compressed gas tanks, cylinders or bottles permanently carried on cars; portable compressed gas cylinders or any other container or pipe line, be disposed of in such manner as to prevent the escape or entrance of such liquid into sewers, drains, rivers, creeks or waterways.

## LIQUEFIED PETROLEUM GASES—HANDLING AND STORAGE ON OR ADJACENT TO RAILWAY PROPERTY

During the year 1937 a new feature was injected into the activities of the Board in the form of applications being received for approval of the use of liquefied Petroleum Gases and installation of plants for the handling and storage of same on or adjacent to railway property. Liquefied Petroleum Gases are the lighter members of the aliphatic paraffin hydrocarbon series and consist of Methane, Ethane, Propane and Butane and are obtained from natural gas and from crude petroleum during the manufacture of cracked refinery gases and when obtained from the latter source include the lower olefin hydrocarbons: Ethylene, Propylene and Butenes. These gases at normal atmospheric temperature and pressure are in the gaseous state but may be maintained in the liquid state at normal atmospheric temperatures by the application of pressure. Methane cannot be maintained in a liquid state at any temperature above minus 115° F. Ethane requires a pressure of approximately 540 pounds per square inch absolute to maintain it in the liquid state at 70° F., and cannot be maintained in the liquid state by any pressure at temperatures above 90° F. Propane requires a pressure of approximately 190 pounds per square inch absolute at 100° F., and it cannot be maintained in the liquid state at any pressure at temperatures above 210° F. Butane is a liquid when under pressure at 52 pounds per square inch absolute at 100° F. These gases are explosive and inflammable in their normal state but when placed under pressure in tank cars, storage containers and steel cylinders become highly dangerous commodities.

The extent to which these gases are being produced, marketed and distributed may be gained by a comparison of the production figures for the United States. In 1927 the marketed production was a little over one million gallons. By 1934 this had increased to fifty million gallons and for the year 1937 it is estimated the figure will exceed one hundred million gallons. The fact that these gases can be liquefied by application of pressure, permits of their being transported and marketed on an economical commercial basis. On railways they are transported in specially designed insulated tank cars and in portable steel cylinders under the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight, under which regulations they are classified as Compressed Gases.

The handling and storage of these gases presents factors not ordinarily associated with the handling and storage of inflammable liquids in that storage containers, being subject to pressure, must be designed, constructed and conform



to some recognized Pressure Vessel Code. It is necessary that every precaution against fire and explosion in handling these gases be taken with the additional hazard of pressure container failure to be guarded against.

During 1937 the first application for the installation of a plant for the handling and storage of Liquefied Petroleum Gases (commercial Propane) for industrial purposes was made to the Board. The application was investigated and demonstrated the need for regulations containing provisions to meet the new conditions that have arisen with respect to the handling and storage of Liquefied Petroleum Gases. To this end, a comprehensive study, research and collection of data has been made relative to the handling and storage of Liquefied Petroleum Gases for the purpose of drafting an Order in the matter. The Order is now under consideration and it is expected it will be issued at an early date.

#### REGULATIONS FOR THE TRANSPORTATION OF EXPLOSIVES AND OTHER DANGEROUS ARTICLES BY FREIGHT; AND SPECIFICATIONS FOR SHIPPING CONTAINERS

These Regulations and Rules are prescribed under the provisions of the Railway Act 1919, "Carrying Dangerous Commodities," sections 349 (1) and (2); 350 (1) and (2).

The purpose of the Regulations is to promote safety to persons and property in the transportation by rail as freight of Explosives and Other Dangerous Articles described therein. The Regulations are arranged as follows:—

General Regulations applying to Explosives and Other Dangerous Articles by Freight and which are formulated to promote the uniform enforcement of law and to minimize the dangers to life and property incident to the transportation of Explosives and Other Dangerous Articles by carriers engaged in commerce by rail; are prescribed to define these articles for freight transportation purposes; to state the precautions that must be observed by the shipper in preparing them for shipment and by the carrier in handling them while in transit.

Regulations covering the preparation and acceptance of Explosives by freight which cover the Classification of Explosives, type of containers and method of packing, rules for marking, shipping, handling of damaged, condemned and leaking shipments; removal and disposition at destination and list of Forbidden Explosives.

Regulations covering the preparation and acceptance of Dangerous Articles other than Explosives by Freight. The Regulations divide Dangerous Articles other than Explosives under two classes:—

- (1) Forbidden articles;
- (2) Acceptable articles.

Transportation of Forbidden Articles is prohibited and such articles must not be delivered for transportation or transported.

Acceptable Articles other than Explosives are divided into five classes as follows:—

- Inflammable liquids;
- Inflammable solids and oxidizing materials;
- Corrosive liquids;
- Compressed gases;
- Poisonous articles.

Shipping Container Specifications prescribed and approved for use in accordance with the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight, cover specifications for approximately 110 shipping containers.

During the year 1937 there was reported to the Board a total of 108 accidents incidental to the transportation by freight of Explosives and Other



Dangerous Articles, one person being killed and three injured, while the property loss amounted to \$111,601. In following summaries "A" and "B" will be found details of the accidents so reported.

### "A"

SUMMARY OF REPORTED ACCIDENTS, CAUSING FIRES, PERSONAL INJURIES, OR PROPERTY LOSS OCCURRING IN THE TRANSPORTATION BY FREIGHT OF SPECIFIC ARTICLES NAMED DURING THE YEAR 1937 ON RAILWAY LINES IN THE DOMINION OF CANADA

Article	Number of Accidents	Persons Killed	Persons Injured	Property Lost	Per cent of Total Property Loss
				\$ cts.	
Acid, hydrochloric.....	4		1	119 72	0.108
" nitric.....	5			70 00	0.063
" sulphuric.....	6			40 00	0.036
Alcohol.....	1				
Battery fluid.....	2			29 00	0.026
Battery storage.....	1		1		
Benzol.....	1				
Carbon bisulphide.....	1			25 00	0.022
Caustic soda, liquid.....	1				
Compounds, cleaning liquid.....	1			15 00	0.013
Charcoal, lump bulk.....	1			225 00	0.201
Coke, petroleum.....	1			8 00	0.007
Distillate.....	10			26 00	0.023
Gas, compressed, liquefied carbon dioxide.....	1			2 00	0.002
Gas, compressed, hydrogen sulphide.....	1			35 00	0.031
Gasoline.....	45	1	1	110,940 35	99.407
Naptha.....	3			9 00	0.008
Naphtha, distillate.....	2			1 00	0.001
Oil, crude.....	17			30 00	0.027
Matches, strike anywhere.....	4			27 00	0.025
Totals, 1937.....	108	1	3	111,601 07	100.00

### "B"

SUMMARY OF ACCIDENTS FOR YEAR 1937 ON RAILWAY LINES IN THE DOMINION OF CANADA CAUSING FIRES, PERSONAL INJURIES OR PROPERTY LOSS, OCCURRING IN THE TRANSPORTATION OF EXPLOSIVES AND OTHER DANGEROUS ARTICLES

Class	Number of Accidents	Persons Killed	Persons Injured	Property Lost	Per cent of Total Property Loss
				\$ cts.	
Explosives.....					
Acids and corrosive liquids.....	20		2	273 72	0.25
Inflammable liquids.....	80	1	1	111,030 35	99.49
Inflammable solids and oxidizing materials.....	6			260 00	0.23
Compressed gases.....	2			37 00	0.03
Poisonous liquids and solids.....					
Forbidden articles.....					
Total, 1937.....	108	1	3	111,601 07	100.00

### RAILWAY FIRE PREVENTION

*General Order No. 548 and Sections 280 and 281 of the Railway Act, 1919*

The record of Railway Fires for the year 1937 compares favourably with that of any during the past 25 years. In comparison with previous years, the

number of fires reported caused by railways is the third lowest on record, with the second lowest acreage and third lowest monetary loss. There was an increase of 20 fires, 964 acres and \$4,739 monetary loss over the record for 1936. The increase in the monetary loss is largely due to one fire, which, originating in slash, spread to a small stand of commercial timber having a high stumpage value.

#### FIRE HAZARD AND WEATHER CONDITIONS

Sub-normal climatic conditions prevailed in the Maritime Provinces during April, May and June, followed by drought conditions extending into September, during which latter period the lowest rainfall in some districts in the province of Nova Scotia during the past twenty-four years was recorded.

In the eastern and western portions of the province of Quebec conditions were very dry during May, June and July, with little or no rainfall, during which time the central districts experienced adequate rains. During the balance of the season the fire hazard was normal in this province.

Over the province of Ontario conditions were comparatively favourable as a whole and the fire hazard was generally below normal. Few periods of high hazard developed.

The province of Manitoba experienced an unusually wet season throughout the central portion while the western districts developed dry weather and a high fire hazard. In the extreme eastern districts periods of fire hazard developed due to the quick drying out of the sandy and rocky soils.

The lowest water levels, longest period of extreme high temperature and fire hazard ever recorded, with absence of any general rain during the season was experienced in the province of Saskatchewan.

A dry spring throughout the central and northern sections of Alberta coupled with high winds resulted in a relatively high fire hazard developing which was relieved by rains in May. Dangerous conditions developed during June, July and August in the northern portion of the province and serious losses occurred in all districts. Relief was not encountered until the end of the fire season, about November 10. Conditions were generally normal over the western mountain regions with a drought prevailing in the south of the province.

The province of British Columbia experienced the second most favourable year in the past ten years and the fifth most favourable year in the history of the Forest Service due to favourable weather conditions prevailing throughout the entire fire season. The railway fire record in this province as to number, acreage burned and monetary loss was one of the lowest recorded.

#### ORGANIZATION

Under the co-operative arrangements inaugurated in 1912, with the various Dominion and Provincial Forest Services, 199 officers and men of such services were under appointment as ex-officio officers of the Board, distributed as follows:—

Nova Scotia, Department of Lands and Forests.....	22
New Brunswick, Department of Lands and Mines, Forest Service....	10
Quebec, Department of Lands and Forests, Forest Protection Service..	30
Ontario, Department of Lands and Forests, Forestry Branch.....	59
Manitoba, Department of Mines and Natural Resources, Forest Service	5
Saskatchewan, Department of Natural Resources, Office of Director of Forests .....	4
Alberta, Department of Lands and Mines, Office of the Director of Forestry .....	14
British Columbia, Department of Lands, Forest Branch.....	51
Dominion of Canada, Department of Mines and Resources, National Parks Bureau .....	3
Yukon Territory, Royal Canadian Mounted Police.....	1

Of the above, 10 officers were given appointments as inspectors of fire protective appliances on locomotives, distributed as follows:—

Nova Scotia, Department of Lands and Forests.....	2
New Brunswick, Department of Lands and Mines, Forest Service....	2
Quebec, Department of Lands and Forests, Forest Protection Service..	3
British Columbia, Department of Lands and Forests, Forest Branch..	3

During the fire season of 1937 these officers inspected the fire protective appliances on 1,626 locomotives. In addition, fire protective appliances were inspected on 4,185 locomotives by the Board's permanent staff, making a combined total of 5,811 locomotives inspected in connection with railway fire prevention.

#### INSPECTIONS MADE BY PROVINCIAL INSPECTORS

Number of locomotive fire protective appliances inspected.....	1,626
Number of locomotive fire protective appliances defective.....	60
Percentage defective .....	3.63

#### INSPECTIONS MADE BY BOARD'S INSPECTORS

Number of locomotive fire protective appliances inspected.....	4,185
Number of locomotive fire protective appliances defective.....	60
Percentage defective .....	1.43

#### RAILWAY FIRE PATROLS

Statistics as to railway forested mileage upon which patrols are prescribed follow:—

	Miles
Total miles of railway classified as being in forested territory for fire protection purposes .....	13,957
Special section patrols prescribed on.....	6,312
Special velocipede patrols prescribed on.....	125
Special power speeder patrols prescribed on.....	1,227
Total miles on which special patrol prescribed.....	7,664
Total special patrolmen (estimated).....	1,027
Average number of miles of track per patrolman.....	7.46
Total miles in forested territory on which no special patrol required, detection, reporting and extinguishing of fires being a part of the regular duties of the section forces and other employees.....	6,293

#### FIRE STATISTICS

Of the total railway mileage subject to the Board's jurisdiction, 13,957 miles are classified as traversing forested territory. During the fire season of 1937, railways are reported as having caused 180 fires in such territory. These fires burned over a total of 2,332 acres, with forest and other property loss valued at \$5,582. Of this area, 1,012 acres were young forest growth, 236 acres merchantable timber and 366 acres slashing or old burn not restocking, while 718 acres were non-forest land. The area of forest land burned over was thus 1,614 acres, or 69.21 per cent of the total. The valuation of young forest growth and standing timber destroyed is \$4,473 or 80.14 per cent of the total damage; and improved property in some form, valued at \$1,109 or 19.86 per cent of the total, were also destroyed. Of the 180 fires attributed to the railways, 31.66 per cent were incipient, 52.78 per cent covered between one-fourth and ten acres each, while 15.56 per cent attained a size over ten acres each.

In addition to the foregoing, there were reported 20 fires originating and burning in ties in the track, not spreading or causing damage other than to track ties.

Detail statistics by railways and provinces are shown in the accompanying statements, Nos. 24, 25, 26 and 27 showing the distribution of fires attributed to railways, as between locomotives and employees. The former includes fires attributed to stacks or ash pans of locomotives or other portable boilers.

The employee fires were mostly cases where fires escaped from section forces burning right of way or old ties. Fires attributed to locomotives com-



prise 65.00 per cent of the total number of railway fires and these burned 64.56 per cent of the total area, causing 88.98 per cent of the estimated total loss in money value of forest and other property destroyed by railway fires. Employee fires account for 35.00 per cent of the number, 35.44 per cent of the area, and 11.02 per cent of the money value of damage done.

One hundred and twelve fires, originating within 300 feet of track in forested territory are attributed to known causes other than the railway. Of these, 77 are charged to campers and travellers, 21 to settlers and 14 to other known causes. 32 were incipient; 70 burned one-fourth acre to ten acres each, and 10 burned more than ten acres each. These fires burned over 419 acres of young forest growth, 168 acres of merchantable timber, 29 acres of slash or old burn not restocking, and 1,013 acres of non-forest land, with total damage to forest and other property estimated at \$1,232.

Fires of unknown origin originating within 300 feet of track totalled 50, burning over 159 acres, with forest and other property loss valued at \$42. Of this, the forest valuation accounts for \$30.

Thus, all fires reported as having originated within 300 feet of railway lines in forested territory, due to all causes, total 342 burning an area of 4,120 acres of forest and non-forest land, with total estimated damage of \$6,856.

Forest valuations given above are based upon stumpage values.

#### RIGHT OF WAY CLEARING

A minimum of major clearing of rights of way was carried on by the railways during 1937. The large amount of work of this nature performed in 1936 by special gangs recruited from the ranks of the unemployed accounted for some 1,700 miles, both sides of track, receiving attention during that year and the majority of the rights of way requiring attention were then cleaned up, leaving a moderate amount of major clearing operations remaining to be performed. A total of approximately 75 miles, both sides of track of major right of way clearing operations took place during 1937, this work being carried out by the regular section forces. The requirements of sections 280 and 281 of the Railway Act and Regulation 27 of General Order No. 548, which requires companies to maintain their rights of way in a reasonably clean condition and free from accumulations of inflammable debris, were carried out by the railways in a satisfactory manner. A considerable amount of routine work of this nature was also carried out by the regular section forces.

#### FIRE GUARD REQUIREMENTS

In accordance with the Fire Guard Requirements, 5,479.90 miles of fire guards were constructed or maintained in uncultivated lands (fenced grazing and wild lands), in non-forested sections of the Prairie Provinces.

#### FIREGUARDS, 1937

Railway	Mileage both sides of track to be accounted for, exclusive of approved exemptions	Fireguard mileage constructed or maintained during year	Per cent completion
Canadian Pacific Railway.....	3,638.60	3,448.90	94.80
Canadian National Railways.....	3,441.90	2,031.00	59.00
Northern Alberta Railways.....	20.70		
	7,101.20	5,479.90	77.17



For convenience, all detailed statements are indexed as follows:—

Statement Number One: Number of passengers, employees and others killed and injured on railways.

Statement Number Two: Comparative statement of killed and injured on railways for years 1936 and 1937.

Statement Number Three: Passengers, employees and others killed and injured, showing nature of accidents.

Statement Number Four: Character of accidents and number killed and injured on railways.

Statement Number Five: Comparative statement of classes of accidents for years 1936 and 1937.

Statement Number Six: Comparative totals by railways of killed and injured for years 1936 and 1937.

Statement Number Seven: Collisions involving personal injury.

Statement Number Eight: Derailments involving personal injury.

Statement Number Nine: Comparative number of killed and injured on railways for ten years ended December 31, 1937.

Statement Number Ten: Number of trespassers killed and injured.

Statement Number Eleven: Showing more prominent accidents on railways for five-year period.

Statement Number Twelve: Protection provided at highway crossings during 1937.

Statement Number Thirteen: Nature of highway crossing protection completed in each province during 1937.

Statement Number Fourteen: Number of highway crossing accidents, killed and injured, in each province during 1937.

Statement Number Fifteen: Comparative statement for seven years of crossing accidents, with particulars of protection or non-protection in effect.

Statement Number Sixteen: Summary of highway crossing accidents for seven-year period ended December 31, 1937.

Statement Number Seventeen: Crossing accidents separating motors, vehicles and others, seven-year period.

Statement Number Eighteen: Locations of highway crossing accidents.

Statement Number Nineteen: Contributory factors in highway crossing accidents.

Statement Number Twenty: Graphic chart showing accidents, killed and injured, at highway crossings, seven-year period.

Statement Number Twenty-one: Particulars of freight equipment inspected.

Statement Number Twenty-two: Defective safety appliances on freight cars.

Statement Number Twenty-three: Particulars of locomotives inspected.

Statement Number Twenty-four: Summary of fires in forest sections within 300 feet of railway.

Statement Number Twenty-five: Summary of fires of railway origin in forest sections.

Statement Number Twenty-six: Summary by provinces of fires reported.

Statement Number Twenty-seven: Comparative statement of fires, damages, etc., for years 1923 and 1937.

In order to accomplish the work of the Operating Department briefly outlined in the foregoing, it has necessitated the travelling of 358,452 miles.

Respectfully submitted,

C. C. STIBBARD,

*Chief Operating Officer.*

## OPERATING DEPARTMENT

STATEMENT No. 1.—Passengers, employees and others killed and injured on railways under the Board's jurisdiction for year ended December 31, 1937

Name of Railway	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
Canadian National.....	2	265	36	888	143	361	1,347	181	1,514
Canadian Pacific.....	4	124	30	360	100	212	696	134	696
Grand River.....									
Dominion Atlantic.....					2	10	8	2	10
Esquimalt & Nanaimo.....					3	10	6	3	10
Great Northern.....			1			1	2		2
Hull Electric.....			1	1		7	6		8
Lake Erie & Northern.....					2		1	1	1
London & Port Stanley.....					2	2	2	2	2
*Michigan Central.....	1	1		6	1	7	4	1	7
New York Central.....		1		4	1	5	9	2	12
Niagara, St. Catharines & Toronto.....		8		1	3	18	11	3	27
Northern Alberta.....			1	1	3		3	3	1
Pere Marquette.....				1		4	5		5
Quebec Central.....			4		2		6	2	4
Sydney & Louisburg.....				2	2	9	6	2	9
Temiscouata.....			2				2		2
Toronto, Hamilton & Buffalo.....			7	2	3		10	2	10
Algoma Central & Hud- son Bay.....			2				1		2
Montreal & Southern Counties.....		5		1		1			7
Essex Terminal.....				1		1	1		1
Napierville Junction.....				1			2	1	8
British Columbia Electric Nipissing Central.....		8			1	5	1		5
	7	412	67	1,281	266	656	2,138	340	2,349

STATEMENT No. 2.—Comparative statement of killed and injured for years ended December 31, 1936, and December 31, 1937

	Passengers		Employees		Others		Totals		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
1937.....	7	412	67	1,281	266	656	2,138	340	2,349
1936.....	3	425	79	1,955	251	592	2,772	333	2,972
Increase.....	4				15	64		7	
Decrease.....		13	12	674			634		623

\*Note:—Suicide case; (Passenger killed).

STATEMENT No. 3.—Passengers, employees and others killed and injured, and nature of accidents, for year ended December 31, 1937

Character of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
Derailment.....	2	66	4	38	12	13	31	18	117
Collision head-on.....		23	3	17	4	1	4	7	41
Collision rear-end.....		20	3	5		1	5	3	26
Collision in yard.....		4	1	16		1	8	1	21
Collision with equipment standing foul.....				2			1		2
Public highway crossing protected by gates.....				2	1	10	6	1	12
Lightning flash signal.....					1	3	1	1	3
Public highway crossing protected by bell.....					8	21	12	8	21
Bell and wig-wag.....				6	11	32	27	11	38
Public highway crossing protected by watchman.....					1	10	5	1	10
Public highway crossing unprotected.....		5		23	92	299	235	92	327
Private crossing.....					6	22	20	6	22
Trespassing.....					122	159	276	122	159
Working on or about en- gine.....				88			85		88
Miscellaneous.....		16	5	155	2	26	184	7	197
Adjusting couplers, coup- ling and uncoupling.....			3	55		1	59	3	56
Run down by engine or car between stations....			3	1	1	1	5	4	2
Accidents caused by hand car, motor or velocipede.....		1	1	113	1	1	78	2	115
Hand car, motor car, velocipede, struck by train.....			9	22	1	7	24	10	29
Crawling between cars, over couplers.....				6			6		6
Struck by engine or cars on adjoining track.....		1		10		2	12		13
Struck by switch stand, water spout, mail crane, or other projection.....			2	19		1	22	2	20
Crushed between cars and building, lumber piles, platforms, etc.....				6		1	7		7
Explosion of locomotive boiler.....			3				1	3	
Getting on and off passen- ger train.....	5	79		5		14	102	5	98
Injured when taking coal or water.....				7			7		7
Rock-slides, or other obstructions on track....			2	2			2	2	2
Rough coupling.....		4		39		3	43		46
Riding on pilot or foot- board of engine.....				22			22		22
Obstructions, overhead and on ground.....		1		12		1	14		14
Repairing cars on repair track when moved.....				1			1		1
Falling off top of car.....			1	15			16	1	15
Falling between cars.....			1	4			5	1	4
Application and handling of airbrakes and stop- ping of trains.....		12		88		5	94		105
Employees getting off train in motion.....			2	99		1	102	2	100
Employees boarding train in motion.....		2	2	65		5	74	2	72
Slipped on ice.....		1		39			40		40
Doors closing and other minor accidents in bag- gage cars and coaches....									
		161		77		4	240		242

STATEMENT No. 3—Passengers, employees and others killed and injured, and nature of accidents, for year ended December 31, 1937—*Concluded*

Character of Accident	Passengers		Employees		Others			Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
Run down by engine or cars at stations or in yards.....		3	11	23	3	5	44	14	31
Passing too close around end of string of cars.....			1	1			2	1	1
Caught by engine or car while throwing switch.....				2			2		2
Falling off side and end ladders of cars.....				32			32		32
While working hand brakes.....				46		1	47		47
Handling freight and baggage.....				23		1	24		24
Loading and unloading O.C.S. material.....				33			33		33
Work train equipment, coal chutes and water tanks.....			4	27			30	4	27
Cars moved while being loaded or unloaded.....			1	5		3	7	1	8
Drawbridge open.....									8
Coupling and uncoupling hose.....			1	10			11	1	10
Turning angle-cock.....				8			8		8
Coach window falling.....		13		1			14		14
Loads shifting in transit and switching.....			1	4		1	6		5
Defective bridge.....			3	7			2	3	7
	7	412	67	1,281	266	656	2,138	340	2,349









[illegible]



STATEMENT No. 4.—Character of accidents and number of persons killed and injured on railways for year ended December 31, 1937—*Concluded*

	N.J.R.			B.C.E.R.			N.C.R.			Totals		
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acci- dents	Killed	Injured
Derailment.....										31	18	117
Collision head-on.....				1		8				4	7	41
Collision rear-end.....										5	3	26
Collision in yard.....										8	1	21
Collision with equipment standing foul.										1		2
Public highway crossing protected by gates.....										6	1	12
Lightning flash signal.....										1	1	3
Public highway crossing protected by bell.....										12	8	21
Bell and wig-wag.....				1		1				27	11	38
Public highway crossing protected by watchman.....										5	1	10
Public highway crossing unprotected.....							1		5	235	92	327
Private crossing.....										20	6	22
Trespassing.....										276	122	159
Working on or about engine.....										85		88
Miscellaneous.....										184	7	197
Adjusting couplers, coupling and uncoupling.....										59	3	56
Run down by engine or car between stations.....										5	4	2
Accidents caused by hand car, motor or velocipede.....	1		1							78	2	115
Hand car, motor car, velocipede, struck by train.....										24	10	29
Crawling between cars, over couplers.....										6		6
Struck by engine or cars on adjoining track.....										12		13
Struck by switch stand, water spout, mail crane, or other projection.....										22	2	20
Crushed between cars and building, lumber piles, platforms, etc.....										7		7
Explosion of locomotive boiler.....										1	3	
Getting on and off passenger train.....										102	5	98
Injured when taking coal and water.....										7		7
Rock slides, or other obstructions on track.....										2	2	2
Rough coupling.....										43		46
Riding on pilot or foot board of engine.....										22		22
Obstructions, overhead and on ground.....										14		14
Repairing cars on repair track when moved.....										1		1
Falling off top of car.....										16	1	15
Falling between cars.....										5	1	4
Application and handling of air brakes and stopping of trains.....										94		105
Employees getting off train in motion.....										102	2	100
Employees boarding train in motion.....										74	2	72
Slipped on ice.....										40		40
Doors closing and other minor accidents in baggage cars and coaches.....										240		242
Run down by engine or cars at stations or in yards.....										44	14	31
Passing too close around end of string of cars.....										2	1	1
Caught by engine or car while throwing switch.....										2		2
Falling off side and end ladders of cars.....										32		32
While working hand brakes.....										47		47
Handling freight and baggage.....										24		24
Loading and unloading O.C.S. material.....										33		33
Work train equipment, coal chutes and water tanks.....										30	4	27
Drawbridge open.....										11	1	10
Coupling and uncoupling hose.....										7	1	8
Cars moved while being loaded or unloaded.....										8		8
Turning window cock.....										14		14
Coach angle falling.....										6	1	5
Loads shifting in transit and switching.....										2	3	7
Defective bridge.....												
	1		1	2	1	8	1		5	2,138	340	2,349

STATEMENT No. 5.—Comparative statement in totals of killed and injured, by class of accident, for years ended December 31, 1936, and December 31, 1937

	1936		1937		Increase		Decrease	
	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured
Derailment.....	23	98	18	117		19	5	
Collision head-on.....	1	32	7	41	6	9		
Collision rear-end.....	1	51	3	26	2			25
Collision in yard.....	1	33	1	21				12
Collision with equipment standing foul.....		1		2		1		
Collision with cars account open switch.....	3	14					3	14
Public highway crossing protected by gates.....		6	1	12	1	6		
Lightning flash signal.....	1		1	3		3		
Public highway crossing protected by bell.....	2	12	8	21	6	9		
Bell and wig-wag.....	12	26	11	38		12	1	
Public highway crossing protected by watchman.....		1	1	10	1	9		
Public highway crossing unprotected.....	98	322	92	327		5	6	
Private crossing.....	4	18	6	22	2	4		
Trespassing.....	122	161	122	159				2
Working on or about engine.....	1	226		88			1	138
Miscellaneous.....	5	299	7	197	2			102
Adjusting couplers, coupling and uncoupling.....	1	58	3	56	2			2
Run down by engine or car between stations.....	1	4	4	2	3			2
Accidents caused by hand car, motor or velocipede.....	1	180	2	115	1			65
Hand car, motor car, velocipede struck by train.....	7	18	10	29	3	11		
Crawling between cars, over couplers.....		5		6		1		
Passing between cars between couplers.....	3	2					3	2
Struck by engine or cars on adjoining track.....	2	22		13			2	9
Struck by switch stand, water spout, mail crane, or other projection.....	1	33	2	20	1			13
Crushed between cars and building, lumber piles, platforms, etc.....		6		7		1		
Explosion of locomotive boiler.....			3		3			
Getting on and off passenger train.....	2	95	5	98	3	3		
Injured when taking coal or water.....		19		7				12
Rock slides, or other obstructions on track.....		15	2	2	2			13
Rough coupling.....	2	102		46			2	56
Riding on pilot or footboard of engine.....	1	31		22			1	9
Obstructions, overhead and on ground.....		9		14		5		
Repairing cars on repair track when moved.....				1		1		
Falling off top of car.....	3	37	1	15			2	22
Falling between cars.....	2	7	1	4			1	3
Application and handling of air brakes and stopping of trains.....		125		105				20
Employees getting off train in motion.....	3	66	2	100		34	1	
Employees boarding train in motion.....	2	58	2	72		14		
Slipped on ice.....		75		40				35
Doors closing and other minor accidents in baggage cars and coaches.....		269		242				27
Electrocuted.....		1						1
Run down by engine or cars at stations or in yards.....	22	36	14	31			8	5
Passing too close around end of string of cars.....	1		1	1		1		
Caught by engine or car while throwing switch.....		1		2		1		
Falling off side and end ladders of cars.....		42		32				10
While working hand brakes.....		53		47				6
Asphyxiated.....		1						1
Handling freight and baggage.....		68		24				44
Loading and unloading O.C.S. material.....		71		33				38
Staking or poling cars.....		4						4
Work train equipment, coal chutes and water tanks.....	1	77	4	27	3			50
Cars moved while being loaded or unloaded.....		9	1	8	1			1
Drawbridge open.....								
Carmen working on or under cars on running track when moved.....		2						2
Coupling and uncoupling hose.....	4	26	1	10			3	16
Turning angle cock.....		27		8				19
Coach window falling.....		18		14				4
Loads shifting in transit and switching.....			1	5	1	5		
Defective bridge.....			3	7	3	7		
	333	2,972	340	2,349	46	161	39	784

	Accidents	Killed	Injured
1936.....	2,772	333	2,972
1937.....	2,138	340	2,349
Increase.....		7	
Decrease.....	634		623

STATEMENT No. 6.—Comparative statement in totals of killed and injured for years ended December 31, 1936, and December 31, 1937

Railway	1936		1937		Increase		Decrease	
	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured
Canadian National.....	134	1,989	181	1,514	47			475
Canadian Pacific.....	182	839	134	696			48	143
Grand River.....		6	2	10	2	4		
Dominion Atlantic.....	1	1	3	10	2	9		
Esquimalt & Nanaimo.....	1	5		2			1	3
Great Northern.....	1	10		8			1	2
Hull Electric.....		1	1	1	1			
Lake Erie & Northern.....	1	3	2	2	1			1
London & Port Stanley.....		8	1	7	1			1
Michigan Central.....	5	13	2	12			3	1
New York Central.....	1	8	1	5				3
Niagara, St. Catharines & Toronto.....		3	3	27	3	24		
Northern Alberta.....	1	2	3	1	2			1
Pere Marquette.....		25		5				20
Quebec Central.....	2	13	2	4				9
Sydney & Louisburg.....		4	2	9	2	5		
Temiscouata.....		2		2				
Toronto, Hamilton & Buffalo.....	1	15	2	10	1			5
Algoma Central & Hudson Bay.....	1	1		2		1	1	
Montreal & Southern Counties.....	1			7		7	1	
Essex Terminal.....		2		1				1
Napierville Junction.....		3		1				2
British Columbia Electric.....		7	1	8	1	1		
Nipissing Central.....		1		5		4		
Midland Railway of Manitoba.....		1						1
Vancouver Harbour Commissioners' Terminal.....	1	3					1	3
Quebec Railway, Light & Power.....		4						4
Thousand Islands.....		1						1
Central Vermont.....		2						2
	333	2,972	340	2,349	63	55	56	678

	Accidents	Killed	Injured
1936.....	2,772	333	2,972
1937.....	2,138	340	2,349
Increase.....		7	
Decrease.....	634		623

STATEMENT No. 7.—Collisions involving personal injury during the year ended  
December 31, 1937

Investi- gation File	ODX File	Date	Railway	Classifi- cation Number	Place	Killed	Injured
30159	66905	Jan. 2	C.N.R...	3	Ste. Rosalie, (near), Que.....	3	12
30290	67058	Jan. 27	C.N.R...	4	Garneau, Que.....	1	3
30536	67697	May 5	C.N.R...	2	Springhill Sd., Mile 62.1, N.S.....	6	29
30782	67929	June 2	C.N.R...	4	Maxville, Ont.....		5
30839	68021	June 20	C.N.R...	4	Montreal, Bonaventure Yard, Que.....		1
30974	68151	July 5	C.N.R...	4	Rockingham, N.S.....		3
31248	68717	Sept. 29	C.N.R...	2	Alsask, Sask.....	1	3
31601	68949	Nov. 2	C.N.R...	4	Montreal, Turcot, Que.....		2
31568	69046	Nov. 20	C.N.R...	5	Winnipeg, Fort Rouge, Man.....		2
30223	66972	Jan. 15	C.P.R....	4	Cowansville, Que.....		4
30367	67087	Jan. 30	C.P.R....	4	St. John, west of, N.B.....		1
30628	67667	May 2	C.P.R....	3	Point Fortune, Que.....		4
30640	67666	May 2	C.P.R....	3	St. Luc Branch, Mile 1.6, Montreal Que.....		1
31287	68628	Sept. 13	C.P.R....	4	Vernon Yard, B.C.....		2
31497	68905	Oct. 27	C.P.R....	2	Renfrew Yard, Ont.....		1
31321	68762	Oct. 7	C.P.R....	3	Taft Yard, B.C.....		1
31254	68551	Sept. 1	N. St. C. & T....	3	Thorold Stn., $\frac{1}{4}$ mile west, Ont....		8
31569	69099	Dec. 1	B.C.E....	2	Vancouver, B.C.....		8
Totals.....						11	90

	Number of Accidents	Killed	Injured
1936.....	29	6	131
1937.....	18	11	90
Increase.....	.....	5	.....
Decrease.....	11	.....	41



## STATEMENT No. 8.—Derailments involving personal injury during the year ended December 31, 1937

Investigation File	ODX File	Date	Railway	Place	Killed	Injured
30271	66939	Jan. 11	C.N.R.	Winnipeg, Fort Rouge Yard, Man.....		1
30350	67151	Feb. 9	C.N.R.	St. Jerome, south of, Que.....		1
30352	67152	Feb. 10	C.N.R.	Bagot, Que.....		1
30332	67153	Feb. 11	C.N.R.	Mile 114 Manojan Sd., Que.....		6
30353	67183	Feb. 15	C.N.R.	Armagh Sd., Mile 99-3, Que.....		1
30386	67203	Feb. 17	C.N.R.	Chandler Sd., Mile 61, Que.....		3
30493	67192	Feb. 15	C.N.R.	Tisdale Sd., Mile 67, Sask.....		2
30472	67325	Mar. 7	C.N.R.	Mont Joli Yard, Que.....		1
30614	67509	April 8	C.N.R.	Inverness Sd., Mile 7-25, N. S.....	1	1
30700	67578	April 17	C.N.R.	Blackfoot Sd., Mile 37-9, Sask.....	2	4
30617	67593	April 19	C.N.R.	Souris Sd., Mile 6, P.E.I.....		1
36048	67648	April 26	C.N.R.	Beachville, 2 miles west, Ont.....	3	30
30765	67797	May 21	C.N.R.	Sunny Brae Sd., Mile 2, N.S.....		1
30842	67876	June 1	C.N.R.	Lincoln, N.B.....	1	
37093	67908	June 5	C.N.R.	Sarnia, 3 miles east, Ont.....		4
30835	68083	June 27	C.N.R.	Alderdale station (near), Ont.....	1	1
30969	68175	July 9	C.N.R.	Toronto, Ont.....		1
31003	68268	July 20	C.N.R.	Paisley, Ont.....		4
31095	68365	July 30	C.N.R.	Makwa, Ont.....	7	7
31225	68529	Aug. 30	C.N.R.	Wabamun Sd., Mile 24-4, Alta.....	1	
31350	68799	Oct. 11	C.N.R.	Clinton, Ont.....		1
31533	68972	Nov. 8	C.N.R.	Kiskisink, Que.....		1
31655	69142	Dec. 11	C.N.R.	Taschereau Yard, Que.....		7
	69171	Dec. 17	C.N.R.	Renown, Huntsville Sd., Mile 109-9, Ont.....		2
30267	67103	Jan. 26	C.P.R.	Breton, south of, Alta.....	2	21
30387	67102	Jan. 30	C.P.R.	Between Annis & Mowitch, B.C.....		9
30292	67081	Feb. 1	C.P.R.	Espanola, Ont.....		1
30911	68075	June 27	C.P.R.	Poulin station, 2-3 miles east, Ont.....		1
31237	68842	Sept. 15	C.P.R.	Ignace Sd., Mile 11, 28 poles west, Ont.....		2
31470	68866	Oct. 20	C.P.R.	Vanguard Sd., Mile 1, Sask.....		1
31570	69093	Nov. 30	C.P.R.	Arcola Yard, Sask.....		1
Total.....					18	117

	Number of Accidents	Killed	Injured
1936.....	39	23	98
1937.....	31	18	117
Increase.....			19
Decrease.....	8	5	

## STATEMENT No. 9.—Total number of persons killed and injured on railways for the ten years ended December 31, 1937

Year	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1928.....	18	301	109	2,171	318	721	445	3,193
1929.....	16	349	105	1,891	305	714	426	2,954
1930.....	17	308	95	1,462	313	742	425	2,512
1931.....	9	426	51	1,531	257	723	317	2,680
1932.....	5	231	53	1,258	230	543	288	2,032
1933.....	5	244	44	1,272	207	521	256	2,037
1934.....	17	315	53	1,542	227	491	297	2,348
1935.....	9	375	50	1,617	256	543	315	2,535
1936.....	3	425	79	1,955	251	592	333	2,972
1937.....	7	412	67	1,281	266	656	340	2,349
	103	3,386	705	15,980	2,630	6,246	3,442	25,612

STATEMENT No. 10.—Trespassers killed and injured, by provinces and railways, for the year ended December 31, 1937

—	Prince Edward Island			Nova Scotia			New Brunswick			Quebec			Ontario			Manitoba			Saskatchewan			Alberta			British Columbia			Total				
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.		
Canadian National.....				5	2	4		11	9	2	28	9	19	79	31	49	8	3	6	15	7	8	6	2	4	10	7	4	162	70	96	
Canadian Pacific.....							2			2	15	9	6	25	10	15	15	5	10	8	5	3	14	6	8	23	11	13	102	46	57	
Essex Terminal.....														1		1													1		1	
Great Northern.....																														2		2
London & Port Stanley.....														1		1													1		1	
Niagara, St. Catharines & Toronto.....																																
Northern Alberta.....														1		1																
Pere Marquette.....														1		1							1	1						1		1
Quebec Central.....													1																	1		1
Sydney & Louisburg.....				3	2	1																								3	2	1
Toronto, Hamilton & Buffalo.....														1		1														1		1
Acc.—Accidents.				8	4	5	13	9	4	44	19	25	109	43	67	23	8	16	23	12	11		21	9	12	35	18	19	276	122	159	

Acc.—Accidents.

K.—Killed.

I.—Injured.

K.—Killed. I.—Injured.

STATEMENT NO. 11.—Persons killed and injured in the more prominent accidents on the various railways, under the jurisdiction of the Board, shown separately for years ended December 31, 1933, 1934, 1935, 1936 and 1937.

	1933		1934		1935		1936		1937		Total	
	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured
Derailment.....	6	62	10	66	6	86	23	98	18	117	63	429
Collision, head-on.....				32	1	35	1	32	7	41	9	140
Collision in yard.....	3	25		20	1	26	1	33	1	21	6	125
Collision rear end.....	4	8	17	58	1	6	1	51	3	26	26	149
Collision with cars ac- count open switch.....				1		1	3	14			3	16
Collision at level dia- mond crossing.....		5										5
Highway crossings pro- tected.....	16	48	17	47	22	66	15	45	22	84	92	290
Highway crossings un- protected.....	59	240	64	215	92	238	98	322	92	327	405	1,342
Adjusting couplers, coup- ling and uncoupling....	1	62	4	44	1	54	1	58	3	56	10	274
Trespassing.....	118	175	126	158	130	172	122	161	122	159	618	825
Hand-car, motor-car, velocipede, struck by train.....	7	5	4	17	7	7	7	18	10	29	35	76
Struck by switch stand, water spout, mail crane, or other pro- jection.....		17		19		7	1	33	2	20	3	96
Crushed between cars and buildings, lumber piles, platforms, etc....		11	3	10		3		6		7	3	37
Getting on and off pas- senger train.....		6	1	7	7	11	2	95	5	98	15	217
Falling off top of car....	2	15	1	19	1	24	3	37	1	15	8	110
Falling between cars....	3	4		6	1	6	2	7	1	4	7	27
Employees getting off train in motion.....	5	55	5	58	3	52	3	66	2	100	18	331
Employees boarding train in motion.....	2	49	2	50	3	51	2	58	2	72	11	280
Run down by engine or cars at stations or in yards.....	14	34	15	35	11	33	22	36	14	31	76	169
Explosion of locomotive boiler.....									3		3	
	240	821	269	862	287	878	307	1,170	308	1,207	1,411	4,938

REPORT OF THE COMMISSIONERS

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File No.	Order No.	Location of Crossing	Railway	Conditions at Crossing and Improvements effected	Date of Improvement
26744-102 26711-456 37610	53499	Elia Flon Rd., M. 5-6, Man. Welland, Ont., Lincoln St. Sunnybrae, N.B., Iristown Road.	C.N.R. C.N.R. C.N.R.	Trees in northwest angle cleared out. Warning sign erected. Existing bell and wig-wag moved to northwest angle of crossing. Additional bell and wig-wag installed in southeast angle. Sight lines established and to be maintained. Bells and wig-wags installed; formerly unprotected.	Jan. 13, 1937 Jan. 20, 1937
33550-27 26782-191	53427 53480 54027}	Winslow Road, Summerside Rd., P.E.I. Drummondville, Que., St. Joseph St.	C.N.R.	Unprotected trucks to be flagged by a member of train crew. North approach graded. Permanent slow order confirmed. Bulletin issued: siding to be kept clear of cars between station building and crossing. Two flood lights installed. Unprotected trucks to be flagged by a member of train crew.	Jan. 9, 1937 Jan. 14, 1937
26711-575 9437-208	53114 53911	Cornwall Rd., M. 52-30, Twp. of Lancaster, Ont. Unionville, Ont., first crossing east.	C.N.R.	Speed restriction removed and flag protection provided with respect to trains Nos. 3 and 47. Speed restriction 10 miles per hour placed on all trains, except Nos. 3 and 47. Bell and wig-wag installed. Formerly unprotected. Slow order removed; see Order No. 54441.	Feb. 2, 1937 Jan. 15, 1937
26765-29 19267	50868 54026	Tillsonburg, crossing immediately west, Ont. London, Ont., Rectory St.	C.N.R. C.N.R.	Highway diverted; two crossings eliminated Highway diverted; crossing eliminated Highway diverted; crossing eliminated Crossing sign replaced.	Feb. 4 1937 Feb. 11, 1937
9437-1008	54057 54431}	Aurora, Ont., Wellington St.	C.N.R.	Obstructions to sight lines relocated. Slow order removed. (Order 54303, May 14, 1937). Crossing sign relocated. (Crossing sign installed. Stop sign erected. Double bells and wig-wags installed in lieu of lightning flash signals. Double bells and wig-wags installed; formerly unprotected. Slow order removed (Order 54372, June 1, 1937). Double bells and wig-wags installed; formerly unprotected. Slow order removed (Order 54371, June 1, 1937).	Feb. 24, 1937
26782-249	53435	Ste. Genevieve, Que., 1st crossing west of station.	C.N.R.		Mar. 9, 1937
27218-111 27218-116 27467-68 33220-43 26782-23 26744-101	53454 53501 53423 53285	Chester Rd., N.S., M. 74-5 Spar Hill and Seaboyer, N.S. Cote, Sask. Dickie station, N.B., near Charlesbourg West, Que., 1st crossing south. Carman Rd., Man., M. 22-0.	C.N.R. C.N.R. C.N.R. C.N.R. C.N.R.		April 6, 1937 Sept. 25, 1937 Mar. 23, 1937 April 17, 1937 April 26, 1937 April 30, 1937
33550-67 40336 27218-119 26765-180	53933 54372}	Millview, P.E.I., crossing at Rimouski, Que., Main highway crossing. Yarmouth, N.S., Central St. Guelph, Ont., Glasgow St.	C.N.R. C.N.R. C.N.R. C.N.R.		May 13, 1937 May 25, 1937 May 25, 1937 May 28, 1937
26711-179	53932	Tansley, Ont., first crossing south	C.N.R.		May 27, 1937
26711-545	53932	Inglewood station, Ont., second crossing north.	C.N.R.		April 27, 1937
					May 5, 1937



STATEMENT No. 12.—Statement showing highway crossings at which protection provided, and the nature of protection, during the period of twelve months ended December 31, 1937—*Continued*

File No.	Order No.	Location of Crossing	Railway	Conditions at Crossing and Improvements effected	Date of Improvement
26765-36	53737	Stevensville, Ont., first crossing east.	C.N.R.	Bell and wig-wag installed, formerly unprotected	April 21, 1937
26711-562	53734 53954	Carp, Ont, second crossing west.	C.N.R.	Bell and wig-wag installed, formerly unprotected	June 4, 1937
36352-28	50907	Alma, N.S., near.....	C.N.R.	Highway diverted, subway constructed.....	May 14, 1937
36352-20	53471	Bouthliere Point, N.S.....	C.N.R.	Highway diverted, two crossings, M. 23-42 and M. 24-34 closed; new crossings made at M. 24-28.	May 15, 1937
27218-106	52233	White Point, N.S.....	C.N.R.	Highway diverted, two crossings closed.....	May 31, 1937
9437-797	53540	Peterboro, Ont., King and Sherbrooke Sts.	C.N.R.	Double bells and wig-wags installed; formerly protected by gates.....	June 23, 1937
26711-590	53544	Peterboro, Ont., Dalhousie St.	C.N.R.	Double bells and wig-wags installed; formerly unprotected.....	June 23, 1937
9437-967	53543	Peterboro, Ont., Hunter St.	C.N.R.	Double bells and wig-wags installed; formerly protected by gates.....	June 23, 1937
6	53542	Peterboro, Ont., Simcoe St.	C.N.R.	Double bells and wig-wags installed; formerly protected by gates.....	June 23, 1937
26765-99	53539	Peterboro, Ont., Brock St.	C.N.R.	Double bells and wig-wags installed; formerly protected by flagman.....	June 23, 1937
6	53541	Peterboro, Ont., Charlotte St.	C.N.R.	Double bells and wig-wag installed; formerly protected by gates.....	June 23, 1937
26744-17		St. Norbert, Man., first crossing south.	C.N.R.	Tool house relocated to improve sight lines.....	June 23, 1937
38681-1	54076	Charlottetown, P.E.I., Grafton St.	C.N.R.	Double bells and wig-wags installed; formerly protected by bell.....	June 29, 1937
33550-38		Richmond, P.E.I.	C.N.R.	Sight lines cleared; bank at southwest corner cut down.....	July 5, 1937
33550-62		Lot 40, King's County, P.E.I.	C.N.R.	Cut down approaches both sides of crossing.....	July 8, 1937
33550-61	53983	St. Andrews, P.E.I.	C.N.R.	Sight lines cleared in three corners; approaches straightened.....	July 8, 1937
33550-45	52300	Brackley Point Road, P.E.I.	C.N.R.	Hedge cut and removed.....	July 8, 1937
33550-65	53983	Dundee, P.E.I.	C.N.R.	Sight lines cleared.....	July 8, 1937
33550-56	53983	Augustus Station, P.E.I.	C.N.R.	Clay banks removed south angles. Sight lines established and easement northwest corner.....	July 12, 1937
33550-64	53983	Road No. 48, Kings County, P.E.I.	C.N.R.	Approaches graded both sides of track.....	July 12, 1937
33550-66	53983	Alley's Mills, P.E.I.	C.N.R.	Alignment of approaches graded and straightened; sight lines established with easement on south-west corner.....	July 12, 1937
33550-44	52299	Sherwood, P.E.I.	C.N.R.	Approach built up on west side of crossing.....	July 7, 1937
33550-30	52297	Colville, P.E.I.	C.N.R.	Material in northeast corner of crossing excavated. Sight lines established.....	July 7, 1937
33550-36	52288	New Annan, P.E.I.	C.N.R.	Brush cleared away in northwest corner; easement obtained to establish permanent sight lines.....	July 7, 1937

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33520-50	52302	Grant's Road, P.E.I., Souris Sd.....	C.N.R.	Brush cleared away in four corners; easement obtained to establish permanent sight lines.	July 8, 1937
33550-43	52278	Pottery Lane, P.E.I., M. 0-8 Kensington Sd.....	C.N.R.	Both approaches graded and built up.	July 7, 1937
33550-9	52296	Mt. Edward Road, P.E.I., M. 3-15 Kensington Sd.....	C.N.R.	North approach built up.	July 7, 1937
33550-7	52311	Suffolk, P.E.I., M. 6-26 Souris Sd.....	C.N.R.	Brush cleared; sight lines established in three corners of crossing. Bank cut down in northeast corner. Highway approach raised.	
33550-27	53427	M. 6-25 Kensington Sd., P.E.I.....	C.N.R.	Permanent sight lines established.	July 8, 1937
33550-40	52298	St. Louis, P.E.I., M. 60-9 Tignish Sd.....	C.N.R.	Clay removed in angle to improve view.	July 7, 1937
33550-46	52301	Union station, P.E.I., M. 2-2 Souris Sd.....	C.N.R.	Approaches built up. Brush cleared to improve view.	July 8, 1937
33550-48	52314	Five Houses, P.E.I., M. 35-5 Souris Sd.....	C.N.R.	Approaches improved.	July 8, 1937
33550-53	52279	Georgetown Road, P.E.I., M. 22-2 Georgetown Sd.....	C.N.R.	Brush cleared, easement obtained and permanent sight lines established.	July 8, 1937
39701	52746	Red Bank, N.B., M. 43-7 Chipman Sd.....	C.N.R.	Highway diverted, crossing closed.	July 12, 1937
33550-51	53983	Wharf Road, P.E.I., King's County, M. 0-6 Montague Sd.....	C.N.R.	Highway approaches graded both sides.	July 8, 1937
33550-23	52276	Mt. Herbert Station, P.E.I., M. 4-9 Murray Harbour Sd.....	C.N.R.	North approach improved. Hedge and brush removed. Sight lines established northwest corner.	July 10, 1937
33550-22	52281	M. 2-3 Murray Harbour Sd., P.E.I.....	C.N.R.	Easement obtained and permanent sight lines established in southwest and southeast corners.	July 10, 1937
33550-25	52277	M. 32-2 Murray Harbour Sd., Melville Road, P.E.I.....	C.N.R.	Southwest corner of crossing; permanent sight lines established.	July 10, 1937
33550-52	52290	Roseneath, P.E.I., M. 1-1 Montague Sd.....	C.N.R.	Trees and brush removed. Grades improved.	July 10, 1937
33550	52275	Uigg station, P.E.I., M. 20-29 Murray Harbour Sd.....	C.N.R.	Permanent sight lines established. Road approach built up; culvert extended.	July 10, 1937
26711-247		Corbyville, Ont., first crossing west.....	C.N.R.	Standard crossing sign erected in place of former sign.	July 10, 1937
9437-1195	54524	London, Ont., Maitland St.....	C.N.R.	Permanent slow order lifted (Flagman).	July 24, 1937
33229-100	53951	Ritchie Lake, N.B., M. 78-18 Sussex Sd.....	C.N.R.	Bell and wig-wag installed. Formerly unprotected.	July 9, 1937
26711-605	54193	Stayner, Ont., second crossing north.....	C.N.R.	Double bells and wig-wags installed. Formerly unprotected.	July 23, 1937
7071		Montreal, Que., Vinet St.....	C.N.R.	Watchman's cabin relocated to improve view. Gates present protection.	Aug. 6, 1937
28786-104		Edmonton, Alta., 50th St.....	C.N.R.	Brush cut north of crossing.	Aug. 7, 1937
26782-121	54651	Warwick, Que., M. 63-1 Danville Sd.....	C.N.R.	Permanent slow order 10 miles per hour established instead of 6 miles per hour (Order No. 41353, Sept. 10, 1928).	
26782-83	54650	La Malbaie, Que., M. 87-5 Murray Bay Sd.....	C.N.R.	Permanent slow order 10 miles per hour established instead of 6 miles per hour (Order No. 38719, Jan. 28, 1927).	Aug. 5, 1937
26727-24	54458	Drumbo, Ont., first crossing west of station.....	C.N.R.	Crossing to be flagged by member of train crew when trains occupying passing track.	Aug. 5, 1937
9437-960		Fraserville, Ont., first crossing west.....	C.N.R.	Standard crossing sign installed to replace old "T" type.	June 22, 1937
					Aug. 17, 1937

STATEMENT No. 12.—Statement showing highway crossings at which protection provided, and the nature of protection, during the period of twelve months ended December 31, 1937—*Continued*

File No.	Order No.	Location of Crossing	Railway	Conditions at Crossing and Improvements effected	Date of Improvement
26711-611		Whitby station, Ont., crossing $\frac{1}{2}$ mile south.	C.N.R.	Whistle posts and highway crossing signs erected.	Aug. 13, 1937
33229-104		M. 72-74 Centerville Rd., N.B.	C.N.R.	Brushes, which obscured view, removed.	Aug. 21, 1937
39643	53645	Between Coe Hill and Ormsby, Ont.	C.N.R.	Highway diverted; west crossing closed.	July 16, 1937
	53645	Between Coe Hill and Ormsby, Ont.	C.N.R.	Highway diverted; east crossing converted into farm crossing.	July 16, 1937
27218-32	53052	Pinfield station, N.S., 250 feet north.	C.N.R.	Double bells and wig-wags installed. Formerly unprotected.	Aug. 27, 1937
27218-121	54141	M. 13-03 Chester Rd., N.S.	C.N.R.	Bell and wig-wag installed. Formerly unprotected.	Aug. 28, 1937
27218-113	53982	Trunk Highway No. 4, east of James River, N.S.	C.N.R.	Bell and wig-wag installed. Formerly unprotected.	Aug. 30, 1937
27218-114	53986	James River, N.S., first crossing west.	C.N.R.	Bell and wig-wag installed. Formerly unprotected.	Aug. 30, 1937
36352-21	54150	Brookfield, N.S.	C.N.R.	Double bells and wig-wags installed. Formerly unprotected.	Aug. 28, 1937
26711-217	54673	Lindsay, Ont., Angeline St.	C.N.R.	Permanent slow order of ten miles per hour confirmed.	Aug. 11, 1937
27218-56	53769	Brooklyn station, N.S., Chester Rd., M. 107-52.	C.N.R.	Bell and wig-wag installed. Formerly unprotected.	Aug. 28, 1937
38681-27	54274	Drummondville, Que., Heriot St.	C.N.R.	Gates, gate tower and bell on new location.	Aug. 31, 1937
27218-122	54248	M. 1-49 Yarmouth Rd., Port Mouton Road, N.S.	C.N.R.	Boulders in southwest corner of crossing removed to improve sight lines.	Sept. 8, 1937
36352-33	53773	Brookfield station, N.B., Brown's crossing.	C.N.R.	Crossing graded to improve sight lines.	Sept. 8, 1937
26782-153	54779	Upton station, Que., St. Helene crossing.	C.N.R.	Speed limitation of ten miles per hour established against eastbound trains; 20 miles per hour against westbound trains.	Aug. 28, 1937
27218-120	54148	Waverley station, N.S., first crossing east.	C.N.R.	Bell and wig-wag installed. Formerly unprotected.	Aug. 28, 1937
26711-609		Norwich, Ont., Stover St., south crossing.	C.N.R.	Obstruction to view in northwest angle corrected.	Sept. 10, 1937
26711-608	54822	Peterboro, Ont., Lansdowne, west of Park St.	C.N.R.	Permanent speed restriction of 10 miles per hour confirmed. All switching movements to be flagged.	Sept. 13, 1937
26782-55	54571	St. Pierre, Que.	C.N.R.	Cut-out installed to eliminate unnecessary operation of wig-wag.	Oct. 4, 1937
9437-1141	54075	Montreal Terminals, Que., St. Henri Place crossing.	C.N.R.	Re-arrangement of gates, bells and tracks.	Sept. 30, 1937
26744-103		M. 26-4 Oakland Rd., Man.	C.N.P.	Brush in all four angles of crossing cut down.	Sept. 29, 1937
26711-537	54863	Stamford, Ont., Dorchester Road.	C.N.R.	Speed restriction of 10 miles per hour confirmed.	Sept. 22, 1937
9437-1050	54750	M. 42-6, Carman Rd., Man.	C.N.R.	Speed restriction of 4 miles per hour confirmed.	Aug. 27, 1937
26786-11	54800	Edmonton, Alta., St. Albert Trail crossing.	C.N.R.	Speed restriction of 10 miles per hour confirmed.	Sept. 4, 1937
36681-10-1	53601	Moncton, N.B., George St.	C.N.R.	One wig-wag with bell installed on north side and wig-wag without bell installed on south side. Crossing formerly protected by gates.	April 24, 1937
36681-10	53600	Moncton, N.B., Church St.	C.N.R.	One wig-wag without bell installed on north side; wig-wag with bell installed on south side. Crossing formerly protected by gates.	April 24, 1937
33410-1	54393	Stouffville station, Ont., 50 yards west.	C.N.R.	Double bells and wig-wags installed. Formerly	



26782-25	52612	M. 81-93 Grand'Mère Sd., St. George Road, Que.	C.N.R.	unprotected.	Oct. 19, 1937
33229-98	54460	Edmundston, N.B., Fraser Spur	C.N.R.	Subway constructed; crossing 615 feet west closed. Double bells and wig-wags installed. Formerly unprotected.	Oct. 15, 1937
33229-24	54421	Hampton station, N.B., east of	C.N.R.	Additional wig-wag installed. Formerly protected by single bell and wig-wag signal.	Oct. 30, 1937
15156		Colborne station, Ont., first crossing east.	C.N.R.	Standard crossing sign installed; trees trimmed.	Nov. 1, 1937
33550-81		Bloomfield station, P.E.I., crossing ¼ mile east.	C.N.R.	Brush removed; sight lines improved.	Nov. 13, 1937
33229-98		Edmundston, N.B., Fraser Spur	C.N.R.	Advance warning sign relocated.	Nov. 15, 1937
30213-3		Cowichan Sd., M. 7-3, Vancouver Island, B.C.	C.N.R.	Brush removed to improve sight lines.	Nov. 17, 1937
26765-36	53438	Stevensville, Ont., first crossing east.	C.N.R.	Additional circuit installed.	Dec. 3, 1937
11462-96		Prince Albert, Sask., near Highway No. 2	C.N.R.	Overhead bridge constructed.	Dec. 7, 1937
26782-266	55274	Kingsey, Que., first crossing east.	C.N.R.	Cars not to be placed closer than 50 feet from nearest side of highway.	Dec. 1, 1937
26711-512	54769	Campbellford Sd., M. 61-5, Downers Crossing, Ont.	C.N.R.	Bell and wig-wag installed; formerly unprotected.	Dec. 13, 1937
9437-654	55304	St. Thomas, Ont., Manitoba St.	C.N.R.	Advance warning sign erected.	Dec. 20, 1937
26711-582		Peterboro, Ont., Parkhill Road	C.N.R.	Advance warning sign erected.	Dec. 20, 1937
26765-184	52887	Peterboro, Ont., George and Romaine Sts.	C.N.R.	Overhead bridge constructed; crossing eliminated.	Dec. 13, 1937
9437-360	55336	Bromptonville, Que., Bridge St.	C.N.R.	Sight lines established according to Order.	Dec. 9, 1937
26711-218	54768	Grasshill, Ont., 1½ miles east.	C.N.R.		
26711-469	54504	Gravenhurst, Ont., third crossing north.	C.N.R.	Double bell and wig-wag installed; formerly unprotected.	
26711-226	54391	Goderich, Ont., 1 mile east, Huron Road.	C.N.R.	Automatic bell and wig-wag installed; formerly unprotected.	Oct. 12, 1937
26711-72		Wellington, Ont., Picton Sd., M. 10-30.	C.N.R.	Advance warning sign erected.	Sept. 11, 1937
4147	52198	Morrisburg, Ont.	C.N.R.	Subway constructed.	Dec. 23, 1937
33550-21	54110	Mount Stewart Junction, P.E.I., Glovers Main Road	C.N.R.	Bell and wig-wag installed; formerly unprotected.	Dec. 21, 1937
24316		North Bay, Ont., Golf Street Crossing.	C.P.R.	Advance warning sign erected.	July 5, 1937
26727-310		Belleville, Ont., Pump House Crossing.	C.P.R.	Stop, Look and Listen erected 60 feet north of crossing.	Jan. 8, 1937
27156-66		St. Vincent de Paul, Que., first crossing west.	C.P.R.	Stop signs replaced.	Jan. 13, 1937
26727-395	53688	Indian River, Ont., 8/10 of a mile west.	C.P.R.	Sight lines improved.	Feb. 5, 1937
27811-47		Red Deer Sd., M. 4-9, Alta.	C.P.R.	Advance warning sign erected.	Feb. 9, 1937
26727-405		Dunsford Station, Ont., north of	C.P.R.	Trees and brush removed.	Mar. 11, 1937
33967	54453	Sharbot Lake, Ont., Doran's Siding.	C.P.R.	Highway diverted.	Mar. 30, 1937
26727-393	53630	Township of Albion, Ont., Concession 4.	C.P.R.	Sight lines improved.	Feb. 25, 1937
1136-75	54196	Nelson Sd., B.C., M. 43-73.	C.P.R.	Overhead bridge and road diversion.	Feb. 19, 1937
	50987				April 10, 1937
1136-76	50888	Kingsgate Sd., B.C., M. 0-76.	C.P.R.	Subway constructed.	April 10, 1937
8262-86	53412	Highway 13, Township 8, Range 1, Sask.	C.P.R.	Highway diverted; crossing closed.	April 17, 1937
33976		Pointe au Chene Station, Que., M. 65-38, Lachute Sd.	C.P.R.	Gates and roadway re-established as at June 5, 1936; crossing rebuilt to improve sight lines east, to give view of 300 feet; private crossing in future.	
26727-239	54395	Bothwell, Ont., Florence Road.	C.P.R.	Trees trimmed in southeast angle of crossing.	July 5, 1937
20133-1	54662	Vancouver, Heatley Ave., C.P.R. and National Harbours Board.	C.P.R.	Watchman, 7 a.m. to 7.30 p.m. daily, except Sunday.	May 31, 1937
572-24	54663	Vancouver, B.C., C.P.R. and V.V. and E., Raymur and Campbell Sts.	C.P.R.	Watchman, 7 a.m. to 7.30 p.m. daily, except Sunday.	Aug. 6, 1937
					Aug. 7, 1937



STATEMENT No. 12.—Statement showing highway crossings at which protection provided, and the nature of protection, during the period of twelve months ended December 31, 1937—*Continued*

File No.	Order No.	Location of Crossing	Railway	Conditions at Crossing and Improvements effected	Date of Improvement
27073-21	54112 54405	Deroche, B.C., first crossing west.	C.P.R.	Double bell and wig-wag installed; formerly unprotected.	Aug. 11, 1937
26727-63	54392	Sault Ste. Marie, Ont., Wellington St.	C.P.R.	Double bell and wig-wag installed; formerly unprotected.	Sept. 2, 1937
21715-3	53936	Dewdney Station, B.C., east of.	C.P.R.	Double bell and wig-wag installed; formerly unprotected.	Sept. 27, 1937
26727-388	54329	Pakenham, Ont., first crossing west, south end of Jenny St.	C.P.R.	8 per cent grade constructed at crossing.	Oct. 18, 1937
9437-284	54416 54922	Chatham, Ont., Raleigh St.	C.P.R.	Double wig-wag and one bell.	Sept. 11, 1937
9437-284	54416 54922	Chatham, Ont., Lacroix St.	C.P.R.	Westbound operating circuit shortened.	Sept. 11, 1937
26727-292		MacTier Sd., M. 73-91, north of Craighurst Station, Ont.	C.P.R.	Trees trimmed to improve view at crossing.	Oct. 22, 1937
33553-6		Oakland Sd., M. 19, near Langruth, Man.	C.P.R.	Trees cut down to improve view.	Nov. 8, 1937
27401-13	55023 54770	Pandence Station, N.B., 30 feet south.	C.P.R.	Double bell and wig-wag installed; formerly unprotected.	Oct. 30, 1937
386-7	52749	Winnipeg, Man., Portage Ave.	C.P.R.	Subway constructed.	Nov. 15, 1937
26727-11	55091	Sault Ste. Marie, Ont., Queen St.	C.P.R.	Slow order confirmed.	Nov. 1, 1937
27156-216	54732	Drummondville, Que., first crossing east of station.	C.P.R.	Slow order 10 miles per hour maintained.	Aug. 24, 1937
26727-413		Sudbury, Ont., 1-6 miles west, known as Long Lake	C.P.R.	Whistle posts removed to standard distance, $\frac{1}{4}$ mile from crossing.	Sept. 15, 1937
26727-412		Brookville Sd., M. 21-1, Clarks Crossing, Ont.	C.P.R.	Brush removed on north approach, distance of 200 feet from track.	Sept. 2, 1937
21907	55200	Prince Albert, Sask., 1st. Ave. East.	C.P.R.	Hours of watchman extended from 6.00 a.m. to midnight.	Nov. 17, 1937
3701-79	54790	Crow Lake Station, Ont., $\frac{1}{2}$ mile west.	C.P.R.	Bell and wig-wag installed; formerly unprotected.	Nov. 17, 1937
15672	53597	Roche Perce, Sask.	C.P.R.	Overhead crossing constructed.	Nov. 27, 1937
26807-91		Belle Plaine, Sask., first crossing west.	C.P.R.	Stop sign erected.	Dec. 2, 1937
39538	52329	Larkin, B.C., north of, M. 37-63.	C.P.R.	Highway diverted; two crossings closed.	Dec. 22, 1937
27156-24	55041	Laval des Rapides, Que., Provincial Highway No. 38.	C.P.R.	Double bell and wig-wag installed; formerly unprotected.	Dec. 2, 1937
54781	53754	Leduc Sd., Alta., M. 35-06.	C.P.R.	Crossing constructed and two level crossings closed.	Dec. 24, 1937
53817					
54783		Peterboro, Ont., Lansdowne St.	C.P.R.	Double wig-wag and one bell installed.	Dec. 11, 1937
26727-409	54820	Peterboro Sd., Ont., M. 61-03, Raglan Road.	C.P.R.	Bell and wig-wag installed; formerly unprotected.	Dec. 14, 1937
9437-779	55450			Slow Order removed.	
40158	54320	Park Avenue Sd., Que., M. 18-4.	C.P.R.	Public crossing constructed in lieu of former farm crossing.	Oct. 16, 1937
26727-354	54616 54903	Neebing, Ont., 0-37 mile east of Kaminitiquia Sd., M. 7-28.	C.P.R.	Double bell and wig-wag installed; formerly unprotected.	Dec. 27, 1937

30051-23	54097	Vancouver, B.C., Victoria Drive.....	B.C.E.	Bell and wig-wag removed. It is ordered trains in both directions come to a positive stop.	Mar. 30, 1937
9437-1262	55158	Nanaimo Station, B.C., fourth crossing north, Comox Road.....	E. & N.	Speed limitation of 10 miles per hour confirmed.	Nov. 9, 1937
29690-18	55175	Galt, Ont., Kerr St.....	G.R.R.	Slow Order of 10 miles per hour across southbound passenger trains, and requirement that northbound passenger trains stop before proceeding across; and that all freight operations over the crossing must be preceded by a flagman.	Nov. 12, 1937
29690-15	55166	Waterloo, Ont., Park St.....	G.R.R.	Permanent Slow Order confirmed.	Nov. 10, 1937
35460-8	59201	Waterloo, Ont., Doon Road.....	G.R.R.	Advance warning sign erected.	Dec. 3, 1937
25649-20	55173	Laurier, B.C. (at).....	G.N.R.	Highway diverted.	April 12, 1937
26842-131	53782	London, Ont., Phillip St.....	L. & P.S.	Crossing signal removed; speed restriction of 10 miles per hour to be maintained.	Nov. 12, 1937
26842-72	53775	Springfield, Ont., Town Line Road.....	M.C.R.	Bells and wig-wags substituted for Lightning Flash Signal.	July 3, 1937
26842-125	53777	Brownsville, Ont., Middle Town Line.....	M.C.R.	Bells and wig-wags substituted for Lightning Flash.	July 3, 1937
26842-124	53781	Charing Crossing, Ont., 0-93 mile east.....	M.C.R.	Bells and wig-wags substituted for Lightning Flash.	July 3, 1937
26842-18	53780	Fargo, Ont., 1-95 miles east.....	M.C.R.	Bells and wig-wags substituted for Lightning Flash.	July 3, 1937
26842-183	53783	Buxton, Ont., 0-64 mile west.....	M.C.R.	Bells and wig-wags substituted for Lightning Flash.	July 3, 1937
26842-123	53776	Aylmer, Ont., Concession Road.....	M.C.R.	Bells and wig-wags substituted for Lightning Flash.	July 3, 1937
26842-127	53778	Fargo, Ont., Centre Line Road.....	M.C.R.	Bells and wig-wags substituted for Lightning Flash.	July 3, 1937
31646-13	53827	Shedden, Ont., Frome Road.....	M.C.R.	Bells and wig-wags substituted for Lightning Flash.	July 3, 1937
31646-4	54659	Beauceville Station, Que., just west.....	Q.C.R.	Slow Order placed December 2 and removed December 30, 1936. Cars to be kept back 50 feet east of crossing.	Jan. 5, 1937
9437-960	53953	Thetford Mines, Que., third crossing south.....	Q.C.R.	Bell and wig-wag installed; formerly unprotected.	June 30, 1937
36352-18	51536	Weymouth, N.S.....	D.A.R.	Bell and wig-wag installed; formerly bell and Permanent Slow Order of 6 miles per hour.	May 13, 1937
36352-30	53396	Kentville, N.S., Harrington-Dennison Crossing.....	D.A.R.	Two crossings eliminated; farm crossing established.	May 14, 1937
28300-34		Clementsport, N.S., Main Highway.....	D.A.R.	Highway diverted and one crossing closed.	May 14, 1937
28300-33	53985	Auburn, N.S., Morden Road.....	D.A.R.	Whistle posts erected; brush and shrubbery at southwest of Oyler Company's warehouse cut down.	June 18, 1937
28300-27	53988	Falmouth, N.S., first crossing west.....	D.A.R.	Bell and wig-wag installed; formerly unprotected.	July 28, 1937
9437-499	53984	Mount Denison Station, N.S., crossing at Weymouth, N.S., first crossing west.....	D.A.R.	Bell and wig-wag installed; formerly unprotected.	July 28, 1937
28300-36		Lawrencetown Station, N.S., first crossing west.....	D.A.R.	Bell and wig-wag installed; formerly unprotected. 1 rees on southwest side trimmed; old apple trees at northwest corner removed.	July 28, 1937
28300-8	53987	Falmouth Station, N.S., just east, Main Road.....	D.A.R.	Bell and wig-wag installed; formerly unprotected.	Sept. 24, 1937
28300-37		Imbertville Station, N.S., Yarmouth Rd., M. 14-6.....	D.A.R.	Whistle posts installed.	Oct. 18, 1937
37380-4		Caledonia, N.S.....	S. & L.R.	Permanent Slow Order of 10 miles per hour confirmed.	Dec. 9, 1937
27318-24		M. 12-75, Paris Station, Ont., 1 mile north.....	L.E. & N.	Crossing sign relocated; moved from northwest to northeast angle.	Aug. 11, 1937
35606	54304	Bloomsburg Crossing, Ont.....	L.E. & N.	Automatic bell and wig-wag installed; formerly unprotected.	Aug. 30, 1937
27929-47	54149	St. Thomas and Walkerville Sd., M. 1-10, Ont.....	P.M.R.	Floodlights installed.	Sept. 13, 1937
					Sept. 8, 1937

STATEMENT No. 12.—Statement showing highway crossings at which protection provided, and the nature of protection, during the period of twelve months ended December 31, 1937—*Concluded*

File No.	Order No.	Location of Crossing	Railway	Conditions at Crossing and Improvements effected	Date of Improvement
27929-52	54852	Walkerville Junction, Ont., first crossing east	P.M.R.	Permanent speed restriction of 10 miles per hour on passenger trains; 6 miles per hour on freight.	Sept. 21, 1937
27929-3	54360	Merlin Station, Ont., first crossing east	P.M.R.	Double bell and wig-wag installed; formerly unprotected.	Sept. 29, 1937
9437-528	54880	Blenheim, Ont., first crossing west	P.M.R.	Speed restriction of 10 miles per hour confirmed.	Sept. 21, 1937
27929-52	54852	Walkerville, Ont., first crossing east	P.M.R.	Speed restriction of 10 miles per hour confirmed, and included in time-table.	Sept. 28, 1937
12072-40	53955	Greenfield Park, Que., Alexandre Tachereau Blvd.	M. & S.C.	Double bell and wig-wag installed; formerly unprotected.	Oct. 4, 1937
Additions to 1936 Annual Report:—					
33550-20	52340	Summerside Station, west of, St. Eleanor's	C.N.R.	Bell and wig-wag installed; formerly unprotected.	May 9, 1936
33550-26	52414	Kensington Sd., P.E.I., M. 6-5	C.N.R.	Bell and wig-wag installed; formerly unprotected.	May 9, 1936
33550-34	52342	Kensington Sd., P.E.I., M. 38-44	C.N.R.	Bell and wig-wag installed; formerly unprotected.	May 9, 1936
33550-38	52417	Richmond, P.E.I., Western Road	C.N.R.	Bell and wig-wag installed; formerly unprotected.	May 9, 1936
33229-92	53365	Blissfield, N.B.	C.N.R.	Highway diverted; wig-wag relocated.	Dec. 31, 1936
23569	53722	Murillo, Ont., first crossing east	C.N.R.	Signal lines established. Slow Order removed.	Nov. 18, 1936
33229-83	52694	Cooks Brook, N.B.	C.N.R.	Highway diverted; double bell and wig-wag installed.	Oct. 13, 1936

Statement showing the number of highway crossings at which protection has been completed, and the nature of protection, set out by provinces, for the twelve months ended December 31, 1937.

	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Totals
Speed limitation sustained.....		1		4	12	1		1	2	21
Double bell and wig-wag signal.....	1	2	3	3	25				2	36
Bell and wig-wag signal.....	5	9	2	2	8					26
Addition of wig-wag to existing bell...			4							4
Removal of obstructions to view.....	15	2	1		9	5		1	1	34
Approaches graded.....	9		1		2					12
Highway diversion.....		5	2		2		2	1	2	14
Circuit of bell and wig-wag changed to better advantage.....					1					1
Advance warning sign re-located.....	1		1		1					3
Stop sign installed.....		1		1	1		1			4
Advance warning sign installed.....				2	8			1		11
Overhead crossing erected.....				1			2		1	4
Watchman placed at crossing.....									2	2
Hours of watchman extended.....							1			1
Movements to be flagged over crossing.....					3					3
Whistle post installed.....		2			2					4
Cars to be kept back required distance.....				2	1					3
Highway diverted; bell and wig-wag re-located.....			1							1
Subway constructed.....		1		1	1	1			1	5
Floodlights.....					2					2
Watchman's cabin moved to improve view.....				1						1
Approaches raised.....	3									3
Culvert extended; approaches raised...	1									1
Gates, tower and bell re-located.....				1						1
Gates, bell and tracks re-arranged.....				1						1
Cut-out installed to eliminate unneces- sary ringing.....				1						1
Highway diverted; changed to farm crossing.....					1					1
Standard crossing sign installed.....					1					1
Farm crossing established.....		1								1
Reversion of public crossing to private crossing; rebuilt; gates and roadway re-established.....				1						1
Public crossing in lieu of farm crossing.....				1						1
Totals.....	35	24	15	22	80	7	6	4	11	204



STATEMENT No. 14.—Highway crossing accidents showing number of persons killed and injured, by provinces, for the year ended December 31, 1937

Railway	Prince Edward Island		Nova Scotia		New Brunswick		Quebec		Ontario		Manitoba		Saskatchewan		Alberta		British Columbia		Total					
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.			
Canadian National.....	3	...	4	9	5	16	7	2	8	24	6	35	70	27	115	11	3	18	2	1	4	140	51	226
Canadian Pacific.....	...	...	...	...	...	...	4	1	6	22	9	30	44	27	42	6	5	5	7	1	9	104	49	115
British Columbia Electric.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dominion Atlantic.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Esquimalt & Nanaimo.....	...	...	...	6	3	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Grand River.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Great Northern.....	...	...	...	...	...	...	...	...	...	7	2	9	...	...	...	...	...	...	...	...	...	...	...	...
Lake Erie & Northern Ontario.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
London and Port Stanley.....	...	...	...	...	...	...	...	...	...	2	2	2	...	...	...	...	...	...	...	...	...	...	...	...
Michigan Central.....	...	...	...	...	...	...	...	...	...	3	1	6	...	...	...	...	...	...	...	...	...	...	...	...
Montreal and Southern Counties.....	...	...	...	...	...	...	...	...	...	3	1	5	...	...	...	...	...	...	...	...	...	...	...	...
Niagara, St. Catharines and Toronto.....	...	...	...	...	...	...	...	...	...	2	7	...	...	...	...	...	...	...	...	...	...	...	...	...
Nipissing Central.....	...	...	...	...	...	...	...	...	...	4	1	6	...	...	...	...	...	...	...	...	...	...	...	...
Northern Alberta.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Peter Marquette.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sydney and Louisburg.....	...	...	...	3	8	...	...	...	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...
Toronto, Hamilton and Buffalo.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	3	...	4	18	8	34	11	3	14	49	15	77	138	62	191	17	8	23	14	2	19	286	114	411

STATEMENT No. 15.—Particulars of all highway crossing accidents for seven years with description of protection or non-protection in effect

## PRINCE EDWARD ISLAND

	1931			1932			1933			1934			1935			1936			1937			Totals for 7-year period		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
Gates.....																								
Lightning flash.....																								
Bell.....																								
Bell and wig-wag.....																1	1					1	1	
Watchman.....																			1		2			2
Unprotected.....	2		6				3	1	3	2	2	1	1		2				2		2	10	3	14
Totals.....	2		6				3	1	3	2	2	1	1		3				4		4	12	4	16

## NOVA SCOTIA

Gates.....																								
Lightning flash.....																								
Bell.....										1	1										1		1	
Bell and wig-wag.....				1	2	1				3	1		1						1		3	8	2	14
Watchman.....																					5		5	
Unprotected.....	15	6	13	9		14	7	1	10	4	1	6	7	6	8	6		8	13	8	22	61	22	81
Totals.....	15	6	13	10	2	15	8	1	13	6	2	7	8	6	9	7		9	18	8	34	72	25	100

## NEW BRUNSWICK

Gates.....																								
Lightning flash.....																								
Bell.....	3	1	5	2	2	1				3		3							1	1	1	9	4	9
Bell and wig-wag.....																			1	1	1	3	1	4
Watchman.....	6	6	11	5		8	6		10	7	9	8	4	1	4	9	3	10	9	1	14	46	20	65
Unprotected.....																								
Totals.....	9	7	16	8	2	10	6		10	10	9	11	5	2	4	12	3	19	11	3	14	61	26	84

STATEMENT No. 15. Particulars of all highway crossing accidents for seven years with description of protection or non-protection in effect—*Concluded*

## QUEBEC

	1931			1932			1933			1934			1935			1936			1937			Totals for 7-year period			
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	
Gates.....	6		6	4	3	1		2	1	1	4	2	2	3	2	2	1		1	2		2	22	8	15
Lightning flash.....																									
Bell.....	4	4	5	3	2	3		5	2	7	3	1	2	6	3	17	1		1			22	12	35	
Bell and wig-wag.....																									
Watchman.....	1		5																			5	3	5	
Unprotected.....	52	14	75	35	16	49	39	8	52	28	13	35	35	34	21	40	41	35	70	42	12	67	271	119	
Totals.....	63	18	91	42	21	53	46	11	60	35	16	39	43	26	59	43	35	72	49	15	77	321	142	451	

## ONTARIO

	1931			1932			1933			1934			1935			1936			1937			Totals for 7-year period		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
Gates.....	6																							
Lightning flash.....	3	4	1	3	3	3		1	1	6	4	10	4	2	3	1		1	3	1	10	28	9	50
Bell.....	24	10	35	23	15	23	18	8	21	24	7	25	26	10	34	17	11	10	7	7	3	12	12	8
Bell and wig-wag.....																						129	58	159
Watchman.....	5	1	8	3	2	1	3	3	1	5	2	4	5	1	5	17	22	22	6	6	11	33	17	44
Unprotected.....	122	40	188	114	41	127	81	28	104	84	29	101	92	48	123	93	34	139	4	48	136	693	268	918
Totals.....	160	55	242	147	63	156	108	41	141	119	42	140	130	63	166	118	47	171	138	62	191	920	373	1,207

## MANITOBA

	1931			1932			1933			1934			1935			1936			1937			Totals for 7-year period		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
Gates.....																								
Lightning flash.....	2	1	1																1	1		1	1	1
Bell.....										1														
Bell and wig-wag.....																								
Watchman.....	19	3	26	8	1	14	9	3	14	10	1	11	11	8	11	17	4	26	16	7	23	90	27	135
Unprotected.....																								
Totals.....	21	4	27	8	1	14	9	3	14	11	1	12	11	8	11	18	4	27	17	8	23	95	29	128





## RAILWAY COMMISSIONERS OF CANADA

STATEMENT No. 15.—Summary of highway crossing accidents with various classes of protection for seven-year period ended December 31, 1937

Year	Gates						Lightning flash signal						Bell						Bell and wig-wag					
	Motor			Other			Motor			Other			Motor			Other			Motor			Other		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
1931....	8	...	13	6	1	6	4	5	1	1	...	1	30	15	44	3	1	2	...	...	...	...	...	...
1932....	4	1	3	5	4	1	3	3	3	1	...	1	26	18	28	5	3	2	...	...	...	...	...	...
1933....	4	...	15	3	2	1	...	...	...	1	1	...	17	5	29	7	5	2	...	...	...	...	...	...
1934....	4	4	8	6	2	4	...	...	...	1	1	...	27	6	29	6	2	4	...	...	...	...	...	...
1935....	3	1	4	5	4	1	1	...	1	2	1	1	35	13	54	2	1	1	...	...	...	...	...	...
1936....	1	...	5	1	...	1	...	...	...	1	1	...	9	1	12	1	1	...	18	10	25	2	2	1
1937....	1	...	8	5	1	4	1	1	3	...	...	...	12	7	21	1	1	...	22	8	36	5	3	2
Totals....	25	6	56	31	14	18	9	10	7	6	4	2	156	65	217	25	14	11	40	18	61	7	5	3

Year	Watchman						Unprotected						Total motors			Total others			Grand totals		
	Motor			Other			Motor			Other											
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
1931.....	5	1	12	1	...	1	233	63	358	26	11	19	280	84	428	37	13	29	317	97	457
1932.....	3	2	1	...	...	...	176	47	226	32	18	30	212	71	261	42	25	33	254	96	294
1933.....	3	3	1	...	...	...	165	50	228	20	9	12	189	58	273	31	17	15	220	75	288
1934.....	4	1	4	1	1	...	147	52	204	18	12	9	182	63	245	32	18	17	214	81	262
1935.....	3	...	4	2	1	1	171	85	223	18	7	15	213	100	285	29	14	19	242	114	304
1936.....	...	...	...	1	...	1	186	88	304	23	10	18	214	99	346	29	14	21	243	113	367
1937.....	5	1	10	...	...	...	226	88	319	8	4	8	267	105	397	19	9	14	286	114	411
Totals....	23	8	32	5	2	3	1,304	473	1,862	145	71	111	1,557	580	2,235	219	110	148	1,776	690	2,383

Seven year period	Gates			Lightning flash signal			Bell			Bell and wig-wag			Watchman			Unprotected			Grand total		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
Motor.....	25	6	56	9	10	7	156	65	217	40	18	61	23	8	32	1,304	473	1,862	1,557	580	2,235
Other.....	31	14	18	6	4	2	25	14	11	7	5	3	5	2	3	145	71	111	219	110	148
Totals....	56	20	74	15	14	9	181	79	228	47	23	64	28	10	35	1,449	544	1,973	1,776	690	2,383

NOTE.—Accidents occurring at crossings protected by bell and wig-wag were included under "Bell" up to and including 1935. "Others" includes horse-drawn vehicles, pedestrians, bicycle, motorcycle, tricycle, tractor, grader, and snowmobile.

STATEMENT No. 16.—Summary of all highway crossing accidents for seven-year period ended December 31, 1937

	1931			1932			1933			1934			1935			1936			1937			Totals		
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Accidents	Killed	Injured
Prince Ed. Island.....	2	.....	6	.....	.....	.....	3	1	3	2	2	1	1	.....	2	1	1	.....	3	.....	4	12	4	16
Nova Scotia.....	15	6	13	10	2	15	8	1	13	6	2	7	8	6	9	7	.....	9	18	8	34	72	25	100
New Brunswick.....	9	7	16	8	2	10	6	.....	10	10	9	11	5	2	4	12	3	19	11	3	14	61	26	84
Quebec.....	63	18	91	42	21	53	46	11	60	35	60	39	43	26	59	43	35	72	49	15	77	321	142	451
Ontario.....	160	55	242	147	63	156	108	41	141	119	42	140	130	63	166	112	47	171	138	62	191	920	373	1,207
Manitoba.....	21	4	27	8	1	14	9	3	14	11	1	12	11	8	11	18	4	27	17	8	23	95	29	128
Saskatchewan.....	17	4	20	16	3	22	13	3	18	10	4	16	12	5	15	16	11	25	14	8	16	98	38	132
Alberta.....	15	1	22	14	4	12	19	12	24	16	1	29	11	1	12	15	10	22	22	8	33	112	37	154
British Columbia.....	15	2	20	9	.....	12	8	3	5	5	4	7	21	3	26	13	2	22	14	2	19	85	16	111
Totals.....	317	97	457	254	96	294	220	75	288	214	81	262	242	114	304	243	113	367	286	114	411	1,776	690	2,383

STATEMENT NO. 17. Summary of all highway crossing accidents for seven-year period ended December 31, 1937, showing separately motor vehicle accidents and "others."

	1931			1932		
	Accidents	Killed	Injured	Accidents	Killed	Injured
Autos.....	280	84	428	212	71	261
Others*.....	37	13	29	42	25	33
Totals.....	317	97	457	254	96	294
	1933			1934		
	Accidents	Killed	Injured	Accidents	Killed	Injured
Autos.....	189	58	273	182	63	245
Others*.....	31	17	15	32	18	17
Totals.....	220	75	288	214	81	262
	1935			1936		
	Accidents	Killed	Injured	Accidents	Killed	Injured
Autos.....	213	100	285	214	99	346
Others*.....	29	14	19	29	14	21
Totals.....	242	114	304	243	113	367

	1937		
	Accidents	Killed	Injured
Autos.....	267	105	397
Others*.....	19	9	14
Totals.....	286	114	411

## GRAND TOTALS

	Accidents	Killed	Injured
1931.....	317	97	457
1932.....	254	96	294
1933.....	220	75	288
1934.....	214	81	262
1935.....	242	114	304
1936.....	243	113	367
1937.....	286	114	411
Totals.....	1,776	690	2,383

\* "Others" includes horse-drawn vehicles, pedestrians, bicycle, motorcycle, tricycle, tractor, grader, and snowmobile.

## REPORT OF THE COMMISSIONERS

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Inv. File	Board File	Date	Time	Railway	Place	Killed	Injured	Protection	Class of Accident
30178	33550-67	Jan. 2	9 50 a.m.	C.N.R.	Mill View, Vernon Sd., M. 2-28, P.E.I.		1	Unprotected	Auto.
30200	29782-259	Jan. 8	8 00 p.m.	C.N.R.	Charley Station, 1st crossing west, Que.		1	Unprotected	Auto.
30224	9437-1217	Jan. 16	3 22 p.m.	C.P.R.	Knowlton Station, 1st crossing south, Que.		1	Unprotected	Truck.
30219	9437-608	Jan. 12	6 25 p.m.	C.N.R.	Hamilton, Main St., Ont.		1	Unprotected	Truck.
30245	9437-1195	Jan. 22	8 30 a.m.	C.N.R.	London, Main St., Ont.		6	Waterman.	Auto.
30244	19297	Jan. 20	5 10 p.m.	C.N.R.	London East, Rectory St., Ont.		1	Waterman.	Auto.
30285	29711-226	Jan. 28	12 17 p.m.	C.N.R.	Godenrich, 31 miles east of (Huron Road), Ont.	1	1	Unprotected	Truck.
30278	29711-605	Jan. 16	6 00 p.m.	C.N.R.	Stavner, 2nd crossing north, Ont.		1	Unprotected	Truck.
30295	2336-1	Jan. 24	4 45 a.m.	C.P.R.	Windsor, 5 miles east, Tecumseh Road, Ont.		1	Ball and Wig.	Auto.
30274	29727-103	Jan. 16	10 00 a.m.	C.P.R.	Pembroke, Moffatt's crossing, Ont.		1	Ball & Wig.	Auto.
30261	9437-284	Jan. 24	1 25 p.m.	C.P.R.	Chatham, Raleigh St., Ont.		3	Wag.	Auto.
30221	29690-10	Jan. 2	4 55 p.m.	C.P.R.	Stitchener, Queen St., Ont.		1	Unprotected	Auto.
30260	13157	Jan. 12	4 15 p.m.	C.N.R.	Strathroy, Cardoe St., Ont.		1	Unprotected	Auto.
30284	27467-65	Jan. 1	17 40 k.	C.N.R.	Condit, 1/2 mile west of, Sask.		1	Unprotected	Auto.
30252	27073-60	Jan. 29	20 19 k.	C.P.R.	Castlegar near, Rossland Sd., M. 1-6, B.C.		1	Unprotected	Auto.
30343	38681-37	Jan. 12	22 55 k.	C.N.R.	P.R.T. Meadows Station, just west, B.C.		1	Unprotected	Auto.
30457	33229-3	Feb. 12	9 45 a.m.	C.N.R.	Merigonish, 1 mile west of, N.S.		3	Ball.	Truck.
30396	27156-212	Feb. 18	3 45 a.m.	C.N.R.	Babbitts, M. 50-02 Centreville Sd., N.B.		1	Unprotected	Auto.
30407	27156-40	Feb. 26	12 47 p.m.	C.P.R.	Daumontville, 2nd crossing north, Que.		2	Unprotected	Auto.
30322	26782-74	Feb. 27	7 50 p.m.	C.P.R.	Quebec, Marie de l'Incarnation St., Que.		4	Unprotected	Auto.
30395	29782-57	Feb. 11	10 40 a.m.	C.N.R.	L'Epiphanie, crossing just west of, Que.		3	Unprotected	Auto.
30426	9437-282	Feb. 23	11 18 a.m.	C.P.R.	L'Islet, 1st crossing east of, Que.		1	Unprotected	Horse-Drawn Vehicle.
30432	29727-406	Feb. 27	5 40 p.m.	C.P.R.	Chatham, William St., Ont.		1	Gates.	Auto.
30428	29727-203	Feb. 21	2 28 a.m.	C.P.R.	Burritts, 1-61 miles west of, Ont.		1	Unprotected	Auto.
30393	29727-405	Feb. 26	1 30 p.m.	C.P.R.	Belle River, 1st crossing west, Ont.		1	Unprotected	Auto.
30298	29727-215	Feb. 22	2 17 p.m.	C.P.R.	Dunford, crossing east of, Ont.		1	Unprotected	Auto.
30385	29727-318	Feb. 6	7 35 p.m.	C.P.R.	Tilbury, 2nd crossing east, Ont.	2	2	Unprotected	Auto.
30345	29705-259	Feb. 5	1 32 p.m.	C.N.R.	Drumbo, 1st crossing east, Ont.		2	Unprotected	Auto.
30341	9437-883	Feb. 20	2 10 a.m.	C.N.R.	Welland, 1 mile west, Ontario Road, Ont.		2	Unprotected	Truck.
30297	9437-397	Feb. 11	5 07 p.m.	M.C.R.	Graham Bay, 1st crossing west, Ont.		3	Unprotected	Truck.
30427	25542-3	Feb. 27	6 55 p.m.	L. & P.S.	St. Thomas, Metcalf St., Ont.	1	1	Flash Signal	Auto
30336	21007	Feb. 6	7 50 p.m.	C.N.R.	St. Thomas, Elm Street, Ont.		4	Unprotected	Auto.
30389	27811-47	Feb. 20	12 30 p.m.	C.P.R.	Prince Albert, 1st crossing east, Sask.	1	1	Watchman.	Auto.
30458	27218-87	Mar. 2	9 25 p.m.	C.N.R.	Calgary, M. 4-9 Red Deer Sd., Alta.		4	Unprotected	Auto.
30459	27218-123	Mar. 6	10 30 a.m.	C.N.R.	Liverpool, 1st crossing west, N.S.		4	Ball & Wig.	Truck.
30455	27218-122	Mar. 6	2 00 p.m.	C.N.R.	Belmont, 1 mile east, N.S.	1	1	Wag.	Truck.
30527	29782-42	Mar. 30	1 05 p.m.	C.N.R.	Liverpool, Port Monton Road, N.S.	1	1	Unprotected	Truck.
30474	27156-213	Mar. 16	12 50 p.m.	C.N.R.	St. Hyacinthe, St. Anne St., Que.		1	Unprotected	Auto.
30529	29765-118	Mar. 26	12 50 p.m.	C.P.R.	Lacluth, Millway St., Que.		2	Unprotected	Auto.
30430	29711-226	Mar. 2	11 40 a.m.	C.N.R.	Brantford, Dalhousie & Clarence Sts., Ont.		1	Unprotected	Auto.
30477	29711-247	Mar. 4	10 55 a.m.	C.N.R.	Godenrich, Huron Road, Ont.		2	Unprotected	Auto.
30490	9437-707	Mar. 16	12 45 p.m.	C.N.R.	Corbyville, 1st crossing west, Ont.	2	2	Unprotected	Auto.
					Stoney Creek, Beach Road, Ont.		2	Unprotected	Truck.



## STATEMENT No. 18. Highway crossing accidents for the year ended December 31, 1937—Continued

Inv. File	Board File	Date	Time	Railway	Place	Killed	Injured	Protection	Class of Accident
30504	26727-324	Mar. 15	2.30 p.m.	C.P.R.	Payne Station, 1 mile west, Ont.	1	1	Bell & Wig.	Auto.
30522	9437-620	Mar. 26	12.04 a.m.	C.P.R.	Galt, Dundas St., Ont.	3	3	Wag.	Auto.
30467	26711-200	Mar. 16	10.45 a.m.	C.P.R.	Innerkip, 2nd crossing east, Ont.	2	2	Unprotected	Truck.
30468	35006	Mar. 13	4.40 p.m.	L.E. & N.	Bloomington, Highway No. 24, Ont.	1	1	Unprotected	Auto.
30438	35440-7	Mar. 5	9.55 p.m.	C.P.R.	Kitchener, Glasgow St., Ont.	1	1	Unprotected	Auto.
30452	27365-102	Mar. 12	9.56 a.m.	C.P.R.	Brimley, 18th St., Man.	1	1	Gates.	Pedestrian.
30470	26807-65	Mar. 12	10.25 a.m.	C.P.R.	M. 130 Indian Head Rd., Sask.	1	1	Unprotected	Auto.
30561	27330-1	Mar. 8	11.30 p.m.	G.N.R.	Vancouver, Main St., B.C.	1	1	Unprotected	Auto.
30565	9437-984	Mar. 31	1.05 p.m.	G.N.R.	Still Creek, Boundary Road, B.C.	1	1	Unprotected	Auto.
30677	28300-34	April 29	1.27 p.m.	D.A.R.	Kentville St., M. 19-1, N.S.	2	2	Unprotected	Auto.
30659	27401-23	April 26	2.15 p.m.	C.P.R.	St. John St., M. 10-7, N.B.	1	1	Unprotected	Motorcycle.
30687	26782-23	April 17	9.15 a.m.	C.N.R.	Charlebourg West Station, 1st crossing east, Que.	1	2	Bell & Wig.	Auto.
30575	26782-260	April 15	3.20 p.m.	C.N.R.	Granite Ligne, 1st crossing south, Que.	1	1	Unprotected	Truck.
30572	14813	April 13	10.50 p.m.	C.N.R.	Ville St. Pierre, Fifth Ave., Que.	1	1	Bell & Wig.	Pedestrian.
30635	9437-1008	April 22	11.35 p.m.	C.N.R.	Aurora, Wellington St., Ont.	1	1	Wag.	Auto.
30588	26711-607	April 19	3.46 p.m.	C.N.R.	Shakespeare Station, 2nd crossing east, Ont.	1	1	Unprotected	Auto.
30590	3701-79	April 15	11.00 a.m.	C.P.R.	Crow Lake Station, 1/2 mile west, Ont.	6	2	Unprotected	Auto.
30626	26727-407	April 26	8.41 p.m.	C.P.R.	Copper Cliff, just west, Ont.	1	1	Unprotected	Auto.
30627	26727-239	April 26	1.01 p.m.	C.P.R.	Bothwell, Windsor St., M. 41-98, Ont.	1	1	Unprotected	Truck.
30751	26727-96	April 26	2.30 p.m.	C.P.R.	Cataqua Station, 1/2 mile south, Ont.	1	1	Unprotected	Truck.
30751	26727-132	April 30	11.00 a.m.	C.P.R.	Beachville Station, 1.29 miles west, Ont.	1	1	Unprotected	Truck.
30657	18620	April 10	23.00 k.	C.P.R.	Indian Head St., M. 133-2, College crossing, Sask.	1	1	Unprotected	Truck.
30691	26807-119	April 17	19.20 k.	C.P.R.	Sutherland St., M. 110, Sask.	2	2	Unprotected	Truck.
30625	27811-119	April 21	11.50 k.	C.P.R.	Lacombe St., M. 95-1, Alta.	1	1	Unprotected	Auto.
30764	33229-2	May 31	2.20 p.m.	C.N.R.	Sunnybrae, crossing at, N.B.	1	1	Bell & Wig.	Auto.
30716	27652-18	May 26	7.27 a.m.	C.N.R.	Lennoxville, 2nd crossing east, Que.	1	1	Wag.	Truck.
30702	7071	May 22	11.45 a.m.	C.N.R.	Montreal, Vine St., Que.	1	1	Gates.	Pedestrian.
30609	27156-214	May 22	1.45 a.m.	C.P.R.	Vachouse, 1st crossing east, Que.	2	2	Unprotected	Auto.
30707	27156-134	May 22	4.20 p.m.	C.P.R.	Sherbrooke Yard, King St., Que.	1	1	Unprotected	Truck.
30732	9437-427	May 16	12.27 a.m.	C.N.R.	Nelles Corners, 1st crossing west, Ont.	1	1	Bell.	Auto.
30733	26711-471	May 18	11.20 p.m.	C.N.R.	Gravelhurst, Muskoka Road, Ont.	1	1	Unprotected	Auto.
30763	26727-408	May 11	1.04 p.m.	C.P.R.	Thamesville Station, 1st crossing east, Ont.	1	1	Unprotected	Auto.
30762	9437-537	May 5	5.17 p.m.	M.C.R.	Woodside, Malden Road, Ont.	1	1	Bell & Wig.	Truck.
30748	26842-13	May 21	4.05 p.m.	M.C.R.	Niagara Falls, Stanley St., Ont.	1	1	Wag.	Pedestrian.
30763	30762-204	May 21	1.10 p.m.	N.S.C. & T.	Ponthill, crossing between Stop 12 and 13, Ont.	1	1	Wag.	Auto.
30714	26744-17	May 23	15.03 k.	C.N.R.	St. Norbert, Letellier St., M. 6-3, Man.	2	2	Unprotected	Auto.
30713	27073-90	May 5	8.41 k.	C.P.R.	Pentridge, Eckhardt Ave., B.C.	1	1	Unprotected	Auto.
30715	27073-19	May 21	23.25 k.	C.P.R.	Boundary St., M. 4-6, B.C.	1	1	Unprotected	Auto.
30712	27073-110	May 15	3.18 k.	C.P.R.	Crainbrook St., M. 64-8, B.C.	1	1	Unprotected	Truck.
30840	27218-32	June 12	10.53 p.m.	C.N.R.	Enfield Station, 250 ft. north, N.S.	3	2	Unprotected	Auto.
30840	27218-32	June 12	10.53 p.m.	C.N.R.	Auburn Station, crossing west of, N.S.	3	3	Unprotected	Auto.
30791	37830-4	June 12	11.30 a.m.	S. & L.	Lake Road crossing, Caledonia Branch, N.S.	1	1	Unprotected	Truck.

20/62-261	June 1	9 50 p.m.	C.N.R.	Blackburn Siding, 1st crossing north, Que.	3	Unprotected.	Auto.
30841	June 9	1 30 p.m.	C.N.R.	River Blene Station, crossing west, Que.	1	Unprotected.	Auto.
30804	June 20	5 48 a.m.	C.P.R.	Dalhousie Mills Station, crossing east, Que.	2	Unprotected.	Horse-Drawn Vehicle.
30786	June 3	3 12 p.m.	C.N.R.	Fraserville, Lakeland St., M. 23-6, Ont.	1	Unprotected.	Auto.
30942	June 27	10 50 p.m.	C.N.R.	Kindsey, Angeline St., Midland Rd. M. 80, Ont.	2	Unprotected.	Auto.
30850	June 11	11 58 k.	C.N.R.	Corwich, Stover St., Ont.	1	Unprotected.	Auto.
30877	June 2	2 20 p.m.	C.N.R.	Widby, Base Line Siding, Ont.	1	Unprotected.	Auto.
30875	June 19	11 20 p.m.	C.N.R.	Colborne, 1st crossing east, Ont.	1	Unprotected.	Auto.
30943	June 19	3 35 p.m.	C.P.R.	Almonte, Bridge St., Ont.	3	Unprotected.	Auto.
30792	June 9	10 55 a.m.	C.P.R.	Alliston, Victoria St., Ont.	1	Wag.	Wag. & Wig. Auto.
30834	June 19	1 20 a.m.	C.P.R.	Tottenham, 1/2 mile north of station, Ont	1	Wag.	Wag. & Wig. Auto.
30933	June 30	11 30 a.m.	C.P.R.	Clarks, Brockville St. M. 21-1, Ont.	1	Unprotected.	Auto.
30870	June 2	5 02 p.m.	C.P.R.	Marble Station, 1-38 miles east, Ont.	1	Unprotected.	Truck.
30825	June 11	8 55 p.m.	L. & P. S.	St. Thomas, Yarmouth Twp., Stop 17, Ont	1	Wag.	Wag. & Wig. Auto.
31019	June 29	10 20 k.	C.N.R.	Oakland Rd., M. 26-4, Man.	1	Unprotected.	Truck.
30811	June 23	10 45 k.	C.P.R.	Merlot Mountain Ave., Man.	1	Unprotected.	Auto.
30910	June 29	10 08 k.	C.N.R.	Over St., east of Mileage 41, Sask.	5	Unprotected.	Auto.
30836	June 25	2 55 p.m.	C.N.R.	Over St., M. 76-8, Alta.	1	Unprotected.	Auto.
30791	June 4	4 15 p.m.	C.N.R.	Edmonton, 50th St., Alta.	1	Unprotected.	Truck.
31110	June 25	2 25 a.m.	D.A.R.	Lawrence town, West Crossing, N.S.	2	Unprotected.	Truck.
31118	July 10	8 15 a.m.	C.N.R.	M. 840 Macdonald St., Thompson's crossing, N.B	2	Unprotected.	Truck.
30947	July 23	5 35 p.m.	C.P.R.	Drummondville, 1st crossing north of wye switch, Que	1	Unprotected.	Truck.
30894	July 7	11 40 p.m.	C.P.R.	Ste. Agathe, 1st crossing north of station, Que.	3	Unprotected.	Truck.
30958	July 19	2 30 p.m.	C.N.R.	Chilton Junction, 1/2 miles north, Ont.	1	Unprotected.	Truck.
30825	July 5	11 55 p.m.	C.N.R.	Ottawa, Carling Ave., Ont.	2	Unprotected.	Auto.
30920	July 1	12 35 p.m.	C.N.R.	Paynes, Frome rd., 2 miles west, Ont.	2	Unprotected.	Auto.
31021	July 26	8 20 a.m.	C.N.R.	Sudbury, 1st crossing west, Ont.	2	Unprotected.	Truck.
31021	July 27	9 23 p.m.	C.P.R.	Glencoe, 2-3 miles west, Ont.	5	Unprotected.	Truck.
9437-335	July 17	7 30 a.m.	C.N.R.	Paris station, 1 mile north, Ont.	2	Unprotected.	Auto.
9437-24	July 18	5 35 p.m.	L.E. & N.	Thamesville, 1st crossing east, Ont.	2	Unprotected.	Auto.
30922	July 25	2 55 a.m.	C.P.R.	Alexander station, 2nd crossing west, Man.	1	Unprotected.	Truck.
30918	July 11	2 50 p.m.	C.P.R.	Belle Plaine, 1st crossing west, Sask.	1	Unprotected.	Auto.
30907	July 27	7 50 a.m.	C.P.R.	Georgetown Rd., M. 0-63, Main Road, P.E.I.	2	Wag.	Wag. & Wig. Truck.
31265	Aug. 30	6 45 a.m.	C.N.R.	Tracadie, Myettes crossing, N.S.	2	Unprotected.	Truck.
31144	Aug. 6	3 05 p.m.	C.N.R.	Dominion station, 3 miles west, Reserve Mines, N.S.	2	Unprotected.	Truck.
31113	Aug. 10	9 25 p.m.	S. & L.	Britannia Mills, 1st road west, Que	1	Unprotected.	Auto.
31091	Aug. 24	2 13 p.m.	C.N.R.	Tilsenburgh, 3rd crossing west, Ont	5	Unprotected.	Auto.
31171	Aug. 27	3 09 a.m.	C.N.R.	Albiondale station, Essa Road, Ont.	1	Wag.	Wag. & Wig. Auto.
31154	Aug. 24	10 30 p.m.	C.N.R.	St. Williams, 1st crossing west, Ont.	1	Wag.	Ambulance
31086	Aug. 11	2 56 p.m.	C.N.R.	Peterboro, George St., Ont.	3	Unprotected.	Auto.
31098	Aug. 2	8 55 p.m.	C.N.R.	Stamford, Dorchester Road, Ont.	4	Unprotected.	Auto.
31077	Aug. 2	2 10 p.m.	C.N.R.	Forest, 4th crossing east, Ont.	2	Unprotected.	Auto.
31141	Aug. 12	2 00 p.m.	C.N.R.	Chalk River Rd., M. 83-3 Govt. Road, Ont.	4	Unprotected.	Auto.
31270	Aug. 31	1 55 p.m.	C.P.R.	Orangeville station, 1-4 miles north, Ont.	1	Unprotected.	Truck.
31040	Aug. 5	10 25 p.m.	C.P.R.	Blenheim station, 1st crossing west, Ont.	1	Unprotected.	Truck.
31142	Aug. 3	6 37 a.m.	P.M.R.	Walkerville, 1st crossing 1/2 mile east, Ont.	1	Unprotected.	Truck.
31140	Aug. 13	11 30 p.m.	C.N.R.	Londond, Brick St., Stop 2, Ont.	1	Unprotected.	Auto.
31103	Aug. 11	3 00 p.m.	L. & P. S.	Kitchener, Doon Road, 1 crossing south, Ont.	1	ing Sign.	Truck.
35460-8	Aug. 7	10 43 p.m.	G.R.R.	Dipples, 1st crossing east, Man.	3	Unprotected.	Truck.
26744-106	Aug. 30	10 35 a.m.	C.N.R.		1	Unprotected.	Truck.

## STATEMENT No. 18.—Highway crossing accidents for the year ended December 31, 1937—Continued

Inv. File	Board File	Date	Time	Railway	Place	Killed	Injured	Protection	Class of Accident
31074	9437-1050	Aug. 7	11.00 a.m.	C.N.R.	Carmar Sd., M. 43-6, Browning St., Man.	1	1	Unprotected.	Truck.
31102	27303-105	Aug. 30	12.05 p.m.	C.P.R.	Whittemuth station, 1st crossing west, N.S.			Unprotected.	Grader.
31129	28897-129	Aug. 11	13.20 a.m.	C.P.R.	Panoramic station, 400 ft. north, Sask.		1	Unprotected.	Auto.
31129	28898-11	Aug. 21	2.47 p.m.	C.N.R.	Edmont on Terminal Sd., M. 5-18, Alta.		1	Bell and Wag.	Auto.
31100	27811-120	Aug. 24	9.15 a.m.	C.P.R.	Leduc Sd., M. 51-25, Alta.	2		Unprotected.	Auto.
31136	27511-122	Aug. 31	11.43 a.m.	C.P.R.	Chas. north of north switch, Alta.	1		Unprotected.	Auto.
31138	27811-121	Aug. 34	6.55 a.m.	C.P.R.	Purple Springs, Taber Sd., M. 64-49, Alta.	1		Unprotected.	Truck.
31181	33014-2	Aug. 20	1.15 p.m.	N.A.R.	Yonerville, 1st crossing west, Alta.	2		Unprotected.	Truck.
31140	33013-31	Aug. 20	22.09 a.m.	C.N.R.	Vancouver Island, Cowichan Sd., M. 7-3, B.C.	1		Unprotected.	Auto.
31241	35582-31	Sept. 1	4.50 a.m.	C.N.R.	Rosefield, 3 mile east, P.E.I.			Unprotected.	Auto.
31281	35582-1	Sept. 25	6.15 a.m.	C.N.R.	Sydney, George St., N.S.	1		Bell.	Auto.
31282	33240-106	Sept. 3	12.05 p.m.	C.N.R.	Madison station, west of platform, N.B.		4	Unprotected.	Truck.
31261	33120	Sept. 7	4.15 p.m.	C.N.R.	Isle Vert station, 1st crossing north, Que.		4	Bell and Wag.	Auto.
31298	26782-264	Sept. 20	7.38 a.m.	C.N.R.	Valleyfield, 3rd crossing west of Cecil Diamond, Que.		1	Unprotected.	Auto.
31277	26782-265	Sept. 25	11.40 p.m.	C.N.R.	Dawsonville Station, 2nd crossing east, Que.	2		Unprotected.	Auto.
31305	26782-266	Sept. 18	2.40 p.m.	C.N.R.	Kingsway station, 1st crossing west, Que.	1		Unprotected.	Auto.
31197	26782-263	Sept. 2	10.58 a.m.	C.N.R.	Ayrness, 3rd crossing east, Que.	1	4	Unprotected.	Truck.
31257	29348-1	Sept. 29	9.40 a.m.	C.P.R.	Yamachiche, 2.1 miles east, Que.	2		Unprotected.	Auto.
31302	1553	Sept. 25	3.42 a.m.	C.N.R.	Woodstock, Norwich Ave., Ont.		4	Bell.	Auto.
31187	29711-190	Sept. 1	1.00 p.m.	C.N.R.	Thornbury, 1st crossing north, Ont.		1	Unprotected.	Auto.
31310	29711-917	Sept. 11	7.43 p.m.	C.N.R.	Burlington station, 3 mile north, Ont.	2		Unprotected.	Auto.
31310	29711-560	Sept. 20	8.05 a.m.	C.N.R.	Milton station, 3rd crossing south, Ont.	1		Unprotected.	Auto.
31322	29711-630	Sept. 25	7.50 a.m.	C.N.R.	Sudbury Terminals Sd., M. 0-26, Ont.		2	Unprotected.	Truck.
31241	29711-72	Sept. 16	8.25 a.m.	C.N.R.	Wellington, 1st crossing south, Ont.		1	Unprotected.	Auto.
31299	29727-415	Sept. 5	8.25 p.m.	C.P.R.	Newbury station, 1st crossing east, Ont.		1	Unprotected.	Auto.
31290	29727-292	Sept. 13	2.07 p.m.	C.P.R.	Crookhurst, 1st crossing north, Ont.		1	Unprotected.	Auto.
31230	29727-416	Sept. 9	11.35 a.m.	C.P.R.	Tilbury, Richardson Side Road, Ont.		1	Unprotected.	Auto.
31335	26227-417	Sept. 20	11.20 a.m.	C.P.R.	King Lake, 1st crossing north, Ont.			Unprotected.	Auto.
31236	21020	Sept. 15	9.07 a.m.	C.N.R.	St. Boniface, Dawson Road, Man.			Unprotected.	Truck.
31191	26744-105	Sept. 7	8.55 p.m.	C.N.R.	Hart Sd., M. 14-6, Man.		1	Unprotected.	Truck.
31240	27467-149	Sept. 6	7.05 k.	C.N.R.	Tisdale Sd., M. 108-96, Sask.		1	Unprotected.	Auto.
31198	26345	Sept. 15	12.42 k.	C.P.R.	Norton station, 0-52 mile south, Alta.		1	Unprotected.	Truck.
31196	27811-29	Sept. 11	9.35 a.m.	C.P.R.	Michapere, 0-92 mile north, Alta.			Unprotected.	Horse-drawn Vehicle.
31259	29529-16	Sept. 13	7.32 p.m.	G.N.R.	Hadley, west of depot, B.C.		2	Unprotected.	Auto.
31428	27318-125	Oct. 29	9.45 a.m.	C.N.R.	Alton station, north of, N.S.		1	Unprotected.	Auto.
31423	28304-37	Oct. 20	2.05 p.m.	D.A.R.	Porterville station, 2nd crossing west, N.S.		3	Unprotected.	Truck.
31298	33229-107	Oct. 9	5.50 a.m.	C.N.R.	Port Elgin, 3rd crossing west, N.B.		3	Unprotected.	Truck.
31444	27101-78	Oct. 21	6.20 p.m.	C.P.R.	South Devon, Gibson St., N.B.		1	Unprotected.	Auto.
31374	29782-267	Oct. 12	1.15 a.m.	C.N.R.	St. Germain station, 2nd crossing west, Que.		3	Unprotected.	Auto.
31340	29782-185	Oct. 12	7.45 p.m.	C.N.R.	Rouses Point, 1 mile north, Que.	1		Unprotected.	Auto.
31530	29782-268	Oct. 27	6.15 p.m.	C.N.R.	Bristol, 1st crossing west, Que.		2	Unprotected.	Auto.
31370	9437-110	Oct. 20	11.35 a.m.	C.P.R.	Magog station, 2nd crossing east, Que.		2	Bell and Wag.	Auto.
31298	26435	Oct. 7	8.45 p.m.	C.P.R.	Hall station, 0-25 mile east, Que.	2		Unprotected.	Auto.



33993-5	Oct. 21	12 45 p.m.	C.P.R.	Lakeside, crossing east of, Que.	1	Bell and Wig- Wag.	Pedestrian
31299	Oct. 4	10 20 p.m.	C.P.R.	Talon station, 1.3 miles east, Que.	1	Unprotected.	Auto.
31329	Oct. 13	6 50 a.m.	C.P.R.	St. Lin Jet., 0.76 mile south, Que.	1	Unprotected.	Auto.
31336	Oct. 29	6 20 a.m.	C.N.R.	Noranda station, 0.06 mile west, Que.	5	Unprotected.	Taxi.
31341	Oct. 28	4 23 a.m.	C.N.R.	Cobourg, William St., Ont.	1	Bell and Wig- Wag.	Auto.
31345	Oct. 24	1 45 a.m.	C.N.R.	Alexandria station, 1st crossing west, Ont.	3	Bell.	Auto.
31349	Oct. 23	2 05 a.m.	C.N.R.	Alexandria station, 1st crossing west, Ont.	1	Bell.	Auto.
31348	Oct. 26	3 36 p.m.	C.N.R.	Parkhill, Main St., Ont.	3	Bell and Wig- Wag.	Auto.
31341	Oct. 23	3 35 p.m.	C.N.R.	Utterson, 1st crossing north, Ont.	3	Bell.	Auto.
31343	Oct. 12	6 15 p.m.	C.N.R.	Guelph, 2 miles north, Ont.	3	Unprotected.	Auto.
31353	Oct. 4	2 00 p.m.	C.N.R.	Sarboro, Eglington Ave., Ont.	1	Unprotected.	Auto.
31359	Oct. 11	8 00 p.m.	C.N.R.	Crosby, M. 32-6 Westport St., Ont.	2	Unprotected.	Auto.
31354	Oct. 11	2 00 p.m.	C.N.R.	Newmarket, 3rd crossing south, Ont.	1	Unprotected.	Auto.
31347	Oct. 15	6 33 p.m.	C.N.R.	Emo, Queen St., Ont.	1	Unprotected.	Auto.
31341	Oct. 20	4 53 p.m.	C.N.R.	Speedwell, M. 30-09, Goderich St., Ont.	1	Unprotected.	Auto.
31351	Oct. 2	3 08 p.m.	C.P.R.	Williamstown, M. 16-3 Cornwall St., Ont.	1	Unprotected.	Auto.
31363	Oct. 4	12 50 p.m.	C.P.R.	Chalk River Yard, crossing west end, Ont.	1	Unprotected.	Auto.
31365	Oct. 15	11 30 p.m.	C.P.R.	Summersville, M. 10-86 Galt St., Ont.	1	Unprotected.	Auto.
31345	Oct. 30	6 10 p.m.	C.P.R.	Sault Ste. Marie, Queen St.	1	Unprotected.	Auto.
31334	Oct. 6	11 25 p.m.	C.P.R.	Galt, Kerr St., Ont.	1	Unprotected.	Auto.
31386	Oct. 22	3 40 p.m.	C.P.R.	Waterloo, Park St.	2	Unprotected.	Auto.
31397	Oct. 26	8 56 p.m.	C.P.R.	M. 46-3 Gladstone St., Man.	3	Unprotected.	Auto.
31399	Oct. 6	3 50 p.m.	C.N.R.	M. 5-7 Oak Point St., Rosser Road, Man.	1	Unprotected.	Auto.
31364	Oct. 22	10 40 a.m.	C.N.R.	Starbuck, Main St., Man.	1	Unprotected.	Auto.
31366	Oct. 22	10 40 a.m.	C.N.R.	Tyndall, 2-1 miles east, Man.	1	Unprotected.	Auto.
31367	Oct. 15	6 45 a.m.	C.P.R.	Yorkton, Broadway St., Sask.	2	Unprotected.	Auto.
31357	Oct. 6	12 35 p.m.	C.P.R.	Prince Albert, 1st crossing east, Sask.	2	Unprotected.	Auto.
31353	Oct. 2	7 45 p.m.	C.N.R.	M. 98, Stirling St., Alta.	4	Unprotected.	Auto.
31337	Oct. 9	13 58 p.m.	C.N.R.	Willington, M. 105-96 Willingdon St., Alta.	1	Unprotected.	Auto.
31312	Oct. 8	3 30 p.m.	C.P.R.	Inverlake, crossing ½ mile south, Alta.	3	Unprotected.	Auto.
31402	Oct. 1	2 55 k.	C.P.R.	M. 170-3 Willingdon St., Alta.	2	Unprotected.	Auto.
31295	Oct. 15	13 30 k.	C.P.R.	M. 89-5 Headley St., Alta.	1	Unprotected.	Auto.
31354	Oct. 20	12 00 p.m.	C.P.R.	Hulkon, 1st crossing east, B.C.	1	Unprotected.	Horse-drawn Vehicle.
31369	Oct. 20	12 00 p.m.	C.P.R.	Realm, M. 34-95 Okanagan St., B.C.	2	Unprotected.	Truck.
31413	Oct. 19	4 28 p.m.	C.N.R.	Nanaimo, Comox Road, B.C.	2	Unprotected.	Truck.
31412	Oct. 20	10 00 a.m.	C.P.R.	Windsor, Albert St., N.S.	3	Bell.	Auto.
31412	Oct. 9	9 50 p.m.	E. & N.	Sydney Junction, 1st crossing west, N.S.	3	Bell.	Auto.
31434	Nov. 1	11 10 a.m.	S. & L.	M. 58-51 St. Quentin St., N.B.	2	Unprotected.	Auto.
31550	Nov. 11	10 10 a.m.	C.P.R.	M. 18-21 St. John St., N.B.	2	Unprotected.	Auto.
31551	Nov. 7	6 15 p.m.	C.P.R.	Macdonald, Cote Noir Road, Que.	2	Unprotected.	Truck.
31555	Nov. 30	7 40 a.m.	C.P.R.	St. Isidore, 1st crossing east, Que.	1	Unprotected.	Truck.
31565	Nov. 2	8 32 a.m.	M. & S.C.	Lachute, Baron St., Que.	1	Unprotected.	Auto.
31446	Nov. 11	6 00 p.m.	C.P.R.	Blue Sea, 2nd crossing, Que.	1	Unprotected.	Auto.
31452	Nov. 5	11 00 a.m.	C.P.R.	Ross, 75 miles east, Que.	1	Unprotected.	Auto.
31445	Nov. 23	7 35 p.m.	C.P.R.	Lorette, 1st crossing east, Que.	1	Unprotected.	Auto.
31443	Nov. 11	1 44 p.m.	C.P.R.	Montreal, Beaubien St., Que.	1	Unprotected.	Auto.
31447	Nov. 10	2 05 p.m.	C.P.R.	Vineland, 1st crossing west, Ont.	1	Unprotected.	Auto.
31447	Nov. 17	8 15 p.m.	C.P.R.	Lancaster, 1st crossing east, Ont.	1	Gates.	Tricycle.
31589	Nov. 26	27 55-205	C.N.R.	Dunville, John St., Ont.	6	Bell and Wag.	Auto.
27495	Nov. 14	4 05 a.m.	C.N.R.	St. Thomas Yard, Manitoba St., Ont.	1	Unprotected.	Auto.
1523	Nov. 12	3 30 a.m.	C.N.R.	Emsdale, 1st crossing south, Ont.	8	Gates.	Auto.
26711-457	Nov. 25	7 40 p.m.	C.N.R.			Unprotected.	Auto.



STATEMENT No. 18.—Highway crossing accidents for the year ended December 31, 1937—Continued

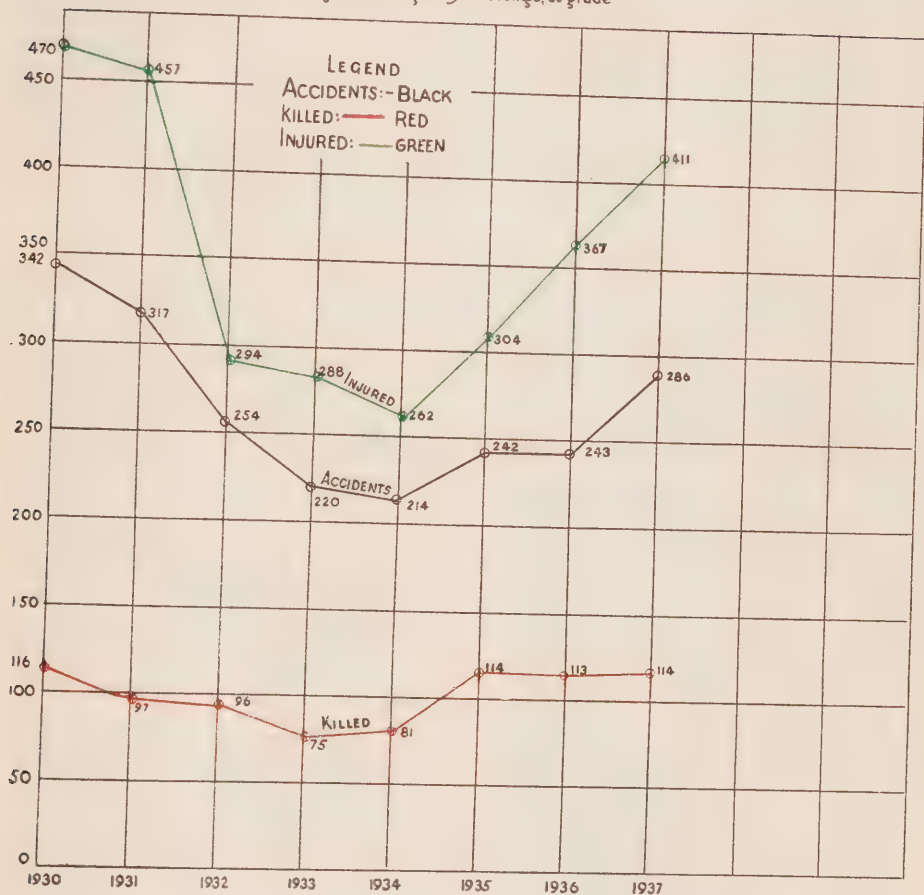
Inv. File	Board File	Date	Time	Railway	Place	Killed	Injured	Protection	Class of Accident
31591	26711-640	Nov. 28	7 52 p.m.	C.N.R.	M. 4, Welland Rd., Ont.			Unprotected.	Auto.
31442	26711-211	Nov. 3	10 05 p.m.	C.N.R.	Point Edward, Michigan Ave., Ont.	1	2	Unprotected.	Auto.
31479	26711-441	Nov. 6	3 35 a.m.	C.N.R.	St. Thomas, 3rd crossing west, Ont.		1	Unprotected.	Auto.
31537	36639	Nov. 19	11 35 p.m.	C.N.R.	Kakabeka Falls, 50 feet west, Ont.		1	Unprotected.	Truck.
31544	40259	Nov. 17	9 58 a.m.	C.N.R.	Stratford, Queen St., Ont.		1	Unprotected.	Truck.
31616	26711-502	Nov. 25	11 12 a.m.	C.N.R.	Sunderland, 2 miles north, Ont.	1		Unprotected.	Gasoline Truck.
31581	26711-453	Nov. 29	3 40 p.m.	C.N.R.	Everett, 1st crossing north, Ont.		1	Unprotected.	Truck.
31476	26711-634	Nov. 12	9 10 a.m.	C.N.R.	Caledonia, 1½ miles east, Ont.	1	2	Unprotected.	Truck.
31478	26711-228	Nov. 3	11 33 a.m.	C.N.R.	Marland, 1st crossing east, Ont.	1		Unprotected.	Truck.
31561	26727-423	Nov. 27	10 57 p.m.	C.P.R.	Sudbury, Kathleen St., Ont.	2	1	Unprotected.	Auto.
31477	26711-348	Nov. 16	6 52 p.m.	N. St. C.	Font hill, Canboro Road, Ont.			Unprotected.	Auto.
31435	27231-13	Nov. 3	9 00 p.m.	N. St. C.	Thorold Station, 5-13 miles from, Stop 10, Ont.		1	Unprotected.	Auto.
31513	27929-54	Nov. 7	8 55 p.m.	P.M.R.	Harrow, 1 mile west, Ont.		1	Unprotected.	Auto.
31567	21020	Nov. 26	23 30 k.	C.N.R.	St. Boniface, Dawson Road, Man.		1	Unprotected.	Auto.
31507	26807-121	Nov. 20	1 17 p.m.	C.P.R.	Antelope, just east of, Sask.	1		Unprotected.	Auto.
31446	26807-6	Nov. 6	7 05 p.m.	C.P.R.	Swift Current, 11th Ave., Sask.		1	Unprotected.	Auto.
31701	27467-79	Nov. 27	16 55 k.	C.N.R.	Asquith Rd., M. 62-7, Sask.		1	Unprotected.	Auto.
31520	28786-108	Nov. 24	8 30 p.m.	C.N.R.	M. 40-37, Drumheller Rd., Alta.		5	Unprotected.	Auto.
31491	28786-107	Nov. 19	10 28 a.m.	C.N.R.	Irma, 1st crossing west, Alta.	1		Unprotected.	Auto.
31496	26467-63	Nov. 19	3 13 p.m.	C.N.R.	Edmonton, 129th Av., Alta.		1	Unprotected.	Truck.
31556	30051-24	Nov. 15	19 19 k.	B.C.E.	Vancouver, 6th Ave. and Maple St., B.C.	1		Unprotected.	Truck.
31599	27218-120	Dec. 14	8 40 p.m.	C.N.R.	Waverly Station, 1st crossing south, N.S.		1	Unprotected.	Truck.
31545	28300-42	Dec. 1	5 38 p.m.	D.A.R.	Annapolis Royal, St. Anthony St., N.S.		1	Unprotected.	Auto.
31662	40630	Dec. 30	3 20 p.m.	C.N.R.	Bloomfield Stn., M. 61-1, Sussex Rd., N.B.	1		Unprotected.	Auto.
31584	27401-4	Dec. 11	6 50 p.m.	C.P.R.	Fairville, east of station, N.B.		1	Unprotected.	Auto.
31630	26782-271	Dec. 21	4 50 p.m.	C.N.R.	St. Constant, 1st crossing south, Que.		1	Unprotected.	Auto.
31598	27652-15	Dec. 15	2 30 p.m.	C.N.R.	Cotnam, 4th crossing west, Que.		1	Unprotected.	Auto.
31600	20316-1	Dec. 14	12 30 a.m.	C.N.R.	Ville St. Pierre, Maple Ave., Que.		1	Unprotected.	Auto.
31642	9437-383	Dec. 28	10 25 a.m.	C.P.R.	Roch Station, 42 mile south of, Que.		1	Unprotected.	Auto.
31576	27156-102	Dec. 6	5 40 p.m.	C.P.R.	Magog Station, 2-25 miles west, Que.		6	Unprotected.	Auto.
31658	12072-30	Dec. 31	10 10 p.m.	M. & S. C.	Greenfield Park, Devonshire Road, Que.		1	Unprotected.	Auto.
31606	9437-1167	Dec. 6	12 50 p.m.	C.N.R.	Sawford, Main St., Ont.		1	Unprotected.	Auto.
31578	26711-639	Dec. 6	12 25 p.m.	C.N.R.	Bradford, 3rd crossing south, Ont.			Unprotected.	Auto.
31571	26711-123	Dec. 5	4 40 p.m.	C.N.R.	Orillia, 1st crossing north, Ont.	2		Unprotected.	Auto.
31652	26711-642	Dec. 14	9 14 a.m.	C.N.R.	Norval, 1st crossing, 1 mile east, Ont.		1	Unprotected.	Auto.
31651	26711-594	Dec. 20	7 25 p.m.	C.N.R.	Acton, Mill St., Ont.		6	Unprotected.	Auto.
31677	26711-771	Dec. 25	4 15 a.m.	C.N.R.	Stoney Creek, east of, M. 37, Grimsby Rd., Ont.		1	Unprotected.	Auto.
31720	26711-644	Dec. 28	6 40 a.m.	C.N.R.	Union Junction, 1st crossing south, Ont.		2	Unprotected.	Auto.
31605	9437-1144	Dec. 15	1 30 p.m.	C.N.R.	Toronto, Danforth, 3rd crossing west, Ont.			Gates.	Horse-drawn Vehicle.
31580	26981-3	Dec. 3	10 45 a.m.	C.P.R.	Stinson Station, 0-93 mile west, Ont.		1	Unprotected.	Auto.
31617	26727-347	Dec. 16	3 02 p.m.	C.P.R.	Ivanhoe Station, 1st crossing east, Ont.		1	Unprotected.	Auto.

31647	20722	Dec. 7	6.19 p.m.	C.P.R.	Chatham, West St. crossing, Ont.	1	Unprotected.	Auto.
31619	26727-424	Dec. 1	5.25 p.m.	C.P.R.	Trenton Yard, Marmora St. crossing, Ont.	1	Unprotected.	Truck.
31634	26727-424	Dec. 10	10.20 a.m.	C.P.R.	Beachville, 2.12 miles west, Ont.	1	Unprotected.	Truck.
31645	26727-121	Dec. 24	17.45 k.	C.P.R.	Port Arthur, 2nd Ave. crossing, Ont.	1	Unprotected.	Truck.
31618	Case 2786	Dec. 8	8.25 a.m.	C.P.R.	Peterboro, Aylmer St., Ont.	1	Bell and Pedestrian.	
31607	27802-15	Dec. 15	2.40 p.m.	T.H. & B.	Hamilton, King St., Ont.	3	Wig-Wag.	Auto.
31588	9437-782	Dec. 8	10.29 a.m.	T.H. & B.	Silverdale Station, 1st crossing west, Ont.	4	Bell and Wig-Wag.	Auto.
31592	26711-348	Dec. 16	10.40 p.m.	N. St. C. & T.	Fonthill, Canboro Road, Ont.	1	Unprotected.	Auto.
31620	27318-4	Dec. 17	10.55 p.m.	G.R.R.	Galt, Main St., Ont.	1	Unprotected.	Auto.
31621	35705-1	Dec. 15	9.41 a.m.	G.R.R.	Kitchener, Kent Ave., Ont.	1	Unprotected.	Auto.
31571	26744-83	Dec. 4	10.35 p.m.	C.N.R.	North Elie, 1st east of Station, Man.	4	Unprotected.	Truck.
31612	9437-1046	Dec. 13	4.35 p.m.	C.N.R.	Manitapolis Station, 1st crossing west, Man.	2	Unprotected.	Horse-drawn Vehicle.
31553	28786-109	Dec. 10	14.55 k.	C.N.R.	Coronado Sd., M. 18-44, Alta.	6	Unprotected.	Auto.
31646	27811-127	Dec. 31	15.36 k.	C.P.R.	Taber, 1.27 miles east, Alta.	2	Unprotected.	Truck.
31637	22920-9	Dec. 24	7.30 k.	C.P.R.	Lethbridge, 12th St. crossing, Alta.	1	Unprotected.	Truck.
31553	27073-37	Dec. 3	7.15 k.	C.P.R.	Pentteton, Calgary Ave., crossing, B.C.	1	Unprotected.	Auto.
Total Accidents ... 285						114	411	

## STATEMENT No. 19. —Contributing factors involved in various classes of crossing accidents for year 1937

No.		No.	
82	Automobiles ran into side of train.	1	Automobile standing on crossing with headlights burning, struck by train.
20	Auto trucks ran into side of train.	1	Auto driver apparently suffering from amnesia; stopped auto on track and was struck by train.
1	Rail motor car ran into auto stalled on crossing.	2	Auto drivers stepped on accelerator instead of brake.
8	Automobiles failed to stop for crossing as required by law.	1	Automobile driving against rays of sun, obscuring driver's view of train.
5	Auto trucks failed to stop for crossing as required by law.	7	Automobiles attempted to beat train over crossing, and were struck.
4	Automobiles failed to stop for crossing; section motor car failed to stop.	5	Auto trucks attempted to beat train over crossing, and were struck.
4	Automobiles struck by track motor car.	1	Motor cycle driver failed to see or hear train.
2	Auto trucks struck by track motor car.	1	Government road grader struck by train.
1	Automobile struck motor car; roadmaster failed to take necessary precaution.	1	Train struck gang plough; point of rear plough-share caught on rail.
3	Excessive speed of trucks; operator of track motor car failed to comply with Company's instructions.	1	Riding tricycle, passed under lowered crossing gates and was struck by train.
1	Automobile skidded on slippery pavement onto track in front of track motor car.	1	Horse-drawn vehicle failed to see train; view obstructed by train on passing track.
1	Section foreman failed to take sufficient precautions when passing over crossing; hand car collided with automobile.	1	Horses became unmanageable and got onto crossing in front of train.
7	Automobiles disregarded bell and wig-wag signals.	1	Driver of wagon attempted to cross track ahead of train.
1	Auto driver failed to heed automatic signal.	1	Driver of horse-drawn vehicle cleared crossing; horse apparently backed into train, resulting in buggy being thrown into ditch.
1	Automobile struck switchman flagging crossing.	1	Failure of gateman to have gate lowered for train movement, allowing horse-drawn vehicle to move onto crossing in front of approaching train.
1	Auto truck disregarded bell and wig-wag signal.	1	Horse-drawn vehicle drove onto crossing in front of approaching train and was struck.
1	Auto driver failed to heed automatic crossing bell.	2	Pedestrians walked onto track in path of train.
1	Auto driver failed to heed signal of conductor who was flagging crossing.	2	Pedestrians crawled under gates in lowered position and onto track in path of train.
3	Auto drivers failed to heed signal given by watchman.	1	Pedestrian became confused and was struck by train.
54	Automobiles drove onto crossing in front of approaching train and were struck.	1	Pedestrian standing at crossing, failed to stand clear of train.
30	Auto trucks drove onto crossing in front of approaching train and were struck.	1	Pedestrian struck by train (apparently suicide).
4	Automobiles, excessive speed, drove onto crossing in front of approaching train and were struck.	1	Pedestrian attempted to cross track in front of approaching train and was struck.
2	Gasoline trucks drove onto crossing in front of approaching train and were struck.	1	Boy coasting down hill, ran under pilot of engine.
5	Automobiles stalled on crossing, struck by train.	1	Woman walking on right of way, struck by engine.
2	Auto trucks stalled on crossing, struck by train.		
1	Automobile stopped on crossing, driver went to sleep, struck by train.		

STATEMENT No 20 Graphic Chart showing number of accidents, number killed, and number injured at Highway Crossings, at grade







## STATEMENT No. 21.—Number of freight cars inspected, showing cars defective for the year ended December 31, 1937

Railway	Cars inspected	Cars defective
Canadian National.....	36,178	2,124
Canadian Pacific.....	23,924	1,133
Algoma Central and Hudson Bay.....	100	4
British Columbia Electric.....	490	24
Dominion Atlantic.....	74	2
Esquimalt and Nanaimo.....	313	44
Great Northern.....	295	16
Michigan Central.....	875	5
Northern Alberta.....	200	1
New York Central.....	25	2
Pere Marquette.....	35	4
Toronto, Hamilton and Buffalo.....	200	12
Quebec Central.....	120	3
Temiscouata.....	3	
Totals.....	62,832	3,371

## STATEMENT No. 22.—Defective Safety Appliances on freight cars reported by the Board's Inspectors for the year ended December 31, 1937

<b>COUPLER AND PARTS, including:</b> Broken or worn coupler. Guard arm short. Knuckle broken, worn or missing. Knuckle pin broken, worn, bent or missing. Lock block broken, worn, bent, missing or in-operative. (Defects 261.)	<b>RUNNING BOARDS, including:</b> Running boards broken, loose or missing. Running boards incorrectly applied. Running boards with non-standard end clearance. Broken or loose end or side fascia boards. Holes in decking of flat and open-top cars. (Defects 279.)
<b>HEIGHT OF COUPLERS, including:</b> Coupler too high. Coupler too low. Coupler tie straps loose or missing. Carrier irons worn, loose or broken. Carrier nuts and bolts broken or missing. (Defects 863.)	<b>HANDBRAKES, including:</b> Defective brakemast, pawls, dogs, ratchet wheels, brake chains and rods, brake pulley wheels, brake wheels or levers. Non-standard clearance brakemast wheels, including load fouling brakemast wheel. (Defects 624.)
<b>TRUCK AND SPRING DEFECTS, including:</b> Body or truck frictions broken, loose or missing. Centre castings worn, broken or loose. Truck springs broken or missing. (Defects 89.)	<b>AIR BRAKES, including:</b> Cylinder and triple valve not cleaned within A.R.A. limit of cleaning. Cylinder and triple valve not stencilled with date of cleaning. Brakes cut out. (Defects 719.)
<b>UNCOUPLING MECHANISM, including:</b> Uncoupling levers broken, bent or loose. Uncoupling lever incorrectly applied. Uncoupling links broken, loose or missing. Uncoupling link kinked and not operative. Uncoupling lever brackets broken, bent or loose. Uncoupling levers non standard. (Defects 270.)	<b>ALL AIR BRAKE DEFECTS, including:</b> Triple valve defective. Reservoir defective. Cylinder defective. Cut-out cock defective. Release cock defective. Release rod defective. Angle cock defective. Train pipe defective or loose. Train pipe clamps missing. Hose defective. Hose gasket defective. Retaining valve defective or missing. Retaining pipe defective or missing. (Defects 259)
<b>HANDHOLDS, including:</b> Handholds broken, bent, loose or missing. Handholds incorrectly applied. (Defects 212.)	<b>SIDE DOORS, ETC., including:</b> Side doors loose and protruding from side of cars. Miscellaneous. (Defects 120.)
<b>SILL STEPS, including:</b> Sill steps broken, bent, loose or missing. Sill step incorrectly applied. (Defects 174.)	
<b>LADDERS, including:</b> Ladders bent, loose or missing. Ladders incorrectly applied. Ladder round broken, bent, loose or missing. (Defects 102)	
<b>Total Defects.....</b>	<b>3,972</b>

STATEMENT No. 23.—Number of locomotives inspected, and number of defects on the various railways, for the year ended December 31, 1937

Classification	Canadian National defects	Canadian Pacific defects	Miscellaneous railways defects	Total defects
1. Air compressors.....	1			1
3. Ash pans or mechanism.....		1		1
4. Axles.....	1			1
5. Blow-off cocks.....	34	3	1	38
6. Boiler checks.....	1	1	1	3
7. Boiler shell.....	1			1
8. Brake equipment.....	16	2		18
9. Cabs or cab windows.....	4	1		5
12. Coupling or uncoupling devices.....	78	6	12	96
13. Crossheads, guides, pistons or piston rods.....	11		2	13
15. Cylinders, saddles or steam chests.....		1		1
17. Domes or dome caps.....		1		1
18. Draft gear.....	23	4	2	29
19. Draw gear.....	3	3	2	8
20. Driving boxes, shoes, wedges, pedestals or braces.....	1			1
22. Flues.....			1	1
23. Frames, tallpieces, or braces, locomotive.....	2			2
25. Gauges or gauge fittings, air.....	1			1
26. Gauges or gauge fittings, steam.....		1		1
27. Gauge cocks.....	10		2	12
28. Grate shakers.....	2			2
29. Handholds.....	63	3	9	75
31. Injectors and connections.....	32	2	3	37
32. Inspection of tests not made as required.....			2	2
33. Lateral motion.....	33	1		34
34. Lights, cab or classification.....	2			2
35. Lights, headlights.....	3			3
37. Mud rings.....	1		1	2
38. Packing nuts.....	2		2	4
40. Pilot or pilot beams.....	3			3
41. Plugs or studs.....			1	1
43. Rods, main or side, crank pins or collars.....		1		1
45. Sander.....	5			5
46. Springs or spring rigging.....	13	3		16
48. Staybolts.....	1		2	3
50. Steam pipes.....	1	3		4
51. Steam valves.....			1	1
52. Steps.....	49	2	6	57
53. Tanks, or tank valves.....	7	1	3	11
54. Telltale holes.....			1	1
55. Throttle or throttle rigging.....			1	1
56. Trucks, engine or trailing.....	2			2
57. Trucks, tender.....	2			2
58. Valve motion.....	1		1	2
59. Washout plugs.....	4		2	6
61. Water glass, fittings or shield.....	46	11	7	64
62. Wheels.....	24	2	2	28
63. Miscellaneous, signal appliance, badge plates, handbrakes.....	9	1	1	11
65. Fire protective appliances.....	33	44	224	301
Total Defects.....	525	98	292	915

	Locomotives inspected	Locomotives defective	Locomotive defects
Canadian National.....	4,241	455	525
Canadian Pacific.....	2,892	87	98
Miscellaneous Railways.....	757	101	292
Totals.....	7,890	643	915

STATEMENT No. 24.—Summary of reports on fires in forest sections originating within 300 feet of track along railway lines under the jurisdiction of the Board, season of 1937

	Canadian Pacific (Eastern Lines) (a)	Canadian Pacific (Western Lines) (b)	Canadian National (Atlantic Region)	Canadian National (Central Region)	Canadian National (Western Region)	Algoma Central and Hudson Bay	Northern Alberta Railways	Great Northern Railway	Miscellaneous Railways (c)	Totals
<i>Fires of Railway Origin—</i>										
<i>Number by causes—</i>										
Locomotive, Class A fires.....	2	28	7	7	2	1	2	1	13	49
Locomotive, Class B fires.....	9	13	7	8	4	1	5			61
Locomotive, Class C fires.....	2		1	1	2				1	7
Employees, Class A fires.....		1		3	0	1	1			8
Employees, Class B fires.....	3	3		11	0	1	4			34
Employees, Class C fires.....	2	4	3	3	5	3	1			21
Total, Class A fires.....	2	29	7	10	4	2	3			57
Total, Class B fires.....	12	16	10	19	13	2	9	1	13	95
Total, Class C fires.....	4	4	4	4	7	3	1		1	28
Total, all Railway Fires.....	18	49	21	33	24	7	13	1	14	180
<i>Areas burned (acres)—</i>										
Young forest growth.....	113	118	327	60	241	90	5		58	1,012
Merchantable timber.....	4	57	100	5	70					236
Slashing or old burn.....	9	6		54	190	82		8	17	366
Other classes of land.....	196	22	68	86	195	43	77		31	718
Totals.....	322	203	495	205	696	215	82	8	106	2,332
<i>Value of Property destroyed—</i>										
Young forest growth.....	\$ 25	\$ 215	\$ 1,056	\$ 10	\$ 848	\$ 90			\$ 31	\$ 2,275
Standing timber.....	35	29	2,000	18	116					2,198
Forest products.....										
Other property.....	955	10	82	42					20	1,109
Totals.....	1,015	254	3,138	70	964	90			51	\$ 5,352
<i>Known Causes other than Railway—</i>										
<i>Number by causes—</i>										
Campers and travellers, Class A fires.....	2	6		6	7	3	2	1		27
Campers and travellers, Class B fires.....	7	2	3	15	8	2	5	1	2	45
Campers and travellers, Class C fires.....				2	2		1			5
Settlers, Class A fires.....										
Settlers, Class B fires.....		2	2	8		1	2		2	18



STATEMENT No. 24. Summary of reports on fires in forest sections originating within 300 feet of track along railway lines under the jurisdiction of the Board, season of 1937—*Concluded*

	Canadian Pacific (Eastern Lines) (a)	Canadian Pacific (Western Lines) (b)	Canadian National (Atlantic Region)	Canadian National (Central Region)	Canadian National (Western Region)	Alberta and Hudson Bay	Northern Alberta Railways	Great Northern Railway	Miscellaneous Railways (c)	Totals
<i>Known Causes other than Railway—Conc. Number by Causes—Conc.</i>										
Settlers, Class C fires.....	1	3	1		1					3
Other known causes, Class A fires.....	2		1				2			5
Other known causes, Class B fires.....	2				1		2			7
Other known causes, Class C fires.....								1		2
Total, Class A.....	3	9	1	6	7	3	2	1		32
Total, Class B.....	9	4	6	24	10	3	9	1	4	70
Total, Class C.....	2			2	3		3			10
Totals.....	14	13	7	32	20	6	14	2	4	112
<i>Areas burned (acres)—</i>										
Young forest growth.....	16		1	35	203	1	162		1	419
Merchandise timber.....	10	10		1	12		135			168
Slashing or old burn.....		6	4	15		2			2	29
Other classes of land.....	707	2	3	57	41	6	189		8	1,013
Totals.....	733	18	8	108	256	9	486		11	1,929
<i>Value of Property destroyed—</i>										
Young forest growth.....	\$ 45			\$ 10	\$ 8		\$ 435			\$ 498
Standing timber.....	3				14		415			432
Forest products.....				32						32
Other property.....	131	11		73	55					270
Totals.....	\$ 179	\$ 11		\$ 115	\$ 77		\$ 850			\$ 1,232
<i>Fires of Unknown Origin—Number—</i>										
Class A.....	1	1	6	2	2	1			1	14
Class B.....	11		7	4	8	2	2		1	35
Class C.....					1					1
Totals.....	12	1	13	6	11	3	2		2	50



STATEMENT No. 25.—Summary of fires of railway origin in forest sections, classified by causes, season of 1937

Cause of Fire	Number of Fires					Forest Land Burned				Non-forest land burned		Damage to Forest Products	Damage to Other Property	Grand Totals					
	Class			Total	Percent	Acres	Percent	Damage	Percent	Acres	Percent			Area Acres	Percent	Damage	Percent		
	A	B	C																
Locomotive.....	49	61	7	117	65.00	1,042	64.56	3,980	88.98		161	22.42		\$	245	1,203	51.59	4,225	75.69
Employee.....	8	34	21	63	35.00	572	35.44	493	11.02		557	77.58			864	1,129	48.41	1,357	24.31
Totals .....	57	95	28	180	100.00	1,614	100.00	4,473	100.00		718	100.00			1,109	2,332	100.00	5,582	100.00

Class A fires are those which cover an area less than one-fourth acre, regardless of amount of damage.

Class B fires are those which cover an area of one-fourth acre to ten acres.

Class C fires are those which cover an area over ten acres.

STATEMENT No. 26.—Summary of reports of fires in forest sections originating within 300 feet of track along railway lines under the jurisdiction of the Board, season of 1937; showing by provinces the number of fires, areas burned and value of property destroyed by classified causes.

Province	Fires of Railway Origin					Known causes other than Railway					Fires of Unknown Origin				
	Forested Mileage	Percent of fires	No. of fires	Per cent Prov.	Acres	Per cent for Prov.	Value	Per cent Prov.	No. of fires	Per cent Prov.	Acres	Per cent for Prov.	Value	Per cent for Prov.	
Nova Scotia.....	934	6.69	13	7.22	438	18.78	3,000	53.74	5	4.47	3	0.18	.....	.....	.....
New Brunswick.....	1,111	7.96	31	17.22	142	6.09	424	7.60	1	0.89	660	40.52	170	13.79	16
Quebec.....	1,714	12.28	16	8.89	336	14.40	816	14.62	21	18.75	64	3.93	106	8.61	2
Ontario.....	4,598	32.94	39	21.67	475	20.37	152	2.72	46	41.07	292	12.40	28	2.27	13
Manitoba.....	618	4.43	11	6.11	500	21.44	905	16.21	3	2.68	165	10.13	48	3.74	7
Saskatchewan.....	458	3.28	2	1.11	64	2.32	.....	.....	1	0.89	40	2.46	14	1.14	2
Alberta.....	1,253	8.98	16	8.89	87	3.73	.....	.....	17	15.18	486	29.83	858	69.64	2
British Columbia.....	3,213	23.09	52	28.89	300	12.87	285	5.11	18	16.07	9	0.55	10	0.81	.....
Yukon Territory.....	58	0.42	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals .....	13,957	100.00	180	100.00	2,332	100.00	5,582	100.00	112	100.00	1,629	100.00	1,232	100.00	42

STATEMENT No. 27.—Comparative statement for the years 1923 and 1937, showing number of fires, areas burned and monetary damage caused by fires of railway origin; known causes other than railway; and fires of unknown origin, originating within 300 feet of track on railway lines classified as running through forested territory.

## GRAND TOTALS FOR ALL CAUSES

Year	Forested Mileage	Number of Fires	Area Acres	Damage
				\$    cts.
1923.....	11,347	1,096	785,908	1,079,154 00
1937.....	13,957	342	4,120	6,856 00

## FIRES FROM RAILWAY AND UNKNOWN CAUSES COMBINED

1923.....	11,347	1,013	640,755	925,850 00
1937.....	13,957	230	2,491	5,624 00

## FIRES OF RAILWAY ORIGIN (ONLY)

1923.....	11,347	861	424,407	681,781 00
1937.....	13,957	180	2,332	5,582 00

Respectfully submitted,

C. C. STIBBARD,  
Chief Operating Officer.







## APPENDIX "E"

## RECORDS BRANCH

LIST of cases appealed to the Supreme Court of Canada from February 1, 1904 to December 31, 1937

File No.	Subject	Decision
643	Montreal Terminal Ry. Co. vs. Montreal Street Ry. Co., Pius IX Ave. Jurisdiction.....	Allowed.
1455	James Bay Ry. Co. vs. G.T.R. Co. undercrossing at point near Beaverton, Ont., Twp. of Thorah.....	Dismissed.
1492	James Bay Ry. Co. vs. G.T.R. Co. crossing Belt Line spur. Question of law.....	Dismissed.
383	Ottawa Elec. Ry. Co. and City of Ottawa, Ont. vs. Canada Atlantic Ry. Co. re Bank St. Subway, Ottawa. Question of law.....	Dismissed.
1621	Toronto Ry. Co. re High level Bridge over Don Improvement and tracks of G.T.R. Co. and C.P.R. Co., Toronto, Ont. Question of Jurisdiction.....	Dismissed.
589	Toronto Union Station, A. R. Williams, expropriation. Jurisdiction.....	Dismissed.
C. 1680	Essex Terminal Ry. Co. and W. E. & L.S.R. Ry. Co. crossing Twp. of Sandwich, Ont. Question of law.....	Dismissed.
C. 1309	Robinson vs. G.T.R. Co. Two-cent rate. Question of law.....	Dismissed.
689	C.P.R. Co. vs. G.T.R. Co. Branch line, London, Ont. Jurisdiction.....	Dismissed.
1497	T. D. Robinson vs. C.N.R. Co. spur at Winnipeg, Man. Jurisdiction.....	Dismissed.
9527	Montreal Street Ry. re rates, Mount Royal Ward, Jurisdiction.....	Allowed.
C. 1419	Ontario Department of Agriculture vs. G.T.R. Co. re station at Vineland, Ont. Jurisdiction.....	Dismissed.
C. 3322	Toronto Viaduct, C.P.R. Co. Question of law.....	Dismissed.
C. 4897	Fencing and cattle-guards, Order 7473, Appeal of C.N.R. Co. Jurisdiction.....	Allowed.
C. 4492	City of Toronto, Ont. vs. G.T.R. & C.P.R. Cos. Commutation rates. Question of law.....	Withdrawn.
C. 3378	City of Ottawa, Ont. and County of Carleton, Ont. Richmond Road Viaduct. Jurisdiction.....	Dismissed.
C. 3545	G.T.R. Co. and C.N.O.R. Co. re spur in Scarboro Twp., Ont. Jurisdiction.....	Dismissed.
13079	G.T.R. Co. vs. British American Oil Co. re oil rates. Question of law.....	Dismissed.
C. 3269	G.T.P.R. Co. vs. City of Fort William, Ont., re location. Jurisdiction.....	Dismissed.
1319	N.St.C. & T. Ry. Co. vs. Davy. Jurisdiction.....	Allowed.
11965	Clover Bar Coal Co. and Wm. Humberstone vs. G.T.P.R. Co. and the Clover Bar Sand & Gravel Co. Jurisdiction.....	Dismissed.
18580	Regina Rates Case. Question of law.....	Dismissed.
12682	G.T.P.R. Co. vs. A. E. Purcell, Saskatoon, Sask. Jurisdiction.....	Dismissed.
C. 3269	C.P.R. Co. vs. British American Oil Companies. Jurisdiction.....	Dismissed.
15530	G.T.R. & C.P.R. Cos. vs. Canadian Oil Companies. Jurisdiction.....	Dismissed.
15530-1	B.C. Elec. Ry. Co., V. V. & E. Ry. Co. vs. City of Vancouver, B.C. Jurisdiction.....	Dismissed.
20062	N.B. Chambers and W. E. C. Phair vs. C.P.R. Co. Jurisdiction.....	Allowed.
27095	C.N.R. Co. vs. Wm. A. Taylor. Jurisdiction.....	Dismissed.
1487	G.T.R. Co. vs. City of Edmonton, Alta. Question of law.....	Dismissed.
18578	Montreal Tramways and M.P. & I. Ry. Co. vs. Lachine, Jacques Cartier & Maisonneuve Ry. Co. Jurisdiction.....	Allowed.
19435	City of Hamilton, Ont. vs. T. H. & B. Ry. Co. Jurisdiction.....	Allowed.
14329-9	G.T.R. Co. vs. Hepworth Silicon Pressed Brick Co. Question of law.....	Dismissed.
23009	Toronto Ry. Co. and City of Toronto, Ont. vs. C.P.R. Co. Law and Jurisdiction.....	Dismissed.
10201-70	City of Edmonton, Alta. vs. E. D. & B.C. Ry. Co. Question of law.....	Dismissed.
9437-153	Ingersoll Tel. Co. et al vs. B.T. Co. Question of law.....	Dismissed.
C. 3935	G.T.R. Co. vs. Bourassa of Laprairie, Que. Law and Jurisdiction.....	Withdrawn.
16171	G.N.W. Telg. Co. re General Order 162. Law.....	Abandoned.
27524	Gov't. of Manitoba and J. B. Ashdown Hardware Co. re 15% increase in rates. Jurisdiction.....	Abandoned.
13622	C.P.R. Co. vs. Dept. of Public Works for Ontario, crossing Twp. of Kirkpatrick. Question of law.....	Withdrawn.
27840	E. & N. Ry. Co., Victoria Harbour Bridge. Jurisdiction.....	Abandoned.
26981	Munic. of Burnaby, B.C. vs. B.C. Elec. Ry. Co. re commutation rates. Jurisdiction.....	Abandoned.
11118	City of Toronto vs. Toronto Terminal Ry. Co. re pipes under Bay, Scott, and Yonge Sts., Toronto, Ont. Question of law.....	Dismissed.
28439	Wagenast re Brampton commutation rates. Question of law.....	Dismissed.
28950	Ottawa Electric Ry. Co., re rates. Jurisdiction.....	Allowed.
C. 3378	C.P.R. Co. overhead crossing lots 6 and 7, Con. 1, Eston Township, Ont.....	Allowed.
C. 2987		
28140		

## RECORDS BRANCH

LIST of cases appealed to the Supreme Court of Canada from February 1, 1904 to December 31, 1937—*Concluded*

File No.	Subject	Decision
30381	V.V. & E. Ry. & N. Co. vs. Vancouver Harbour Comm. and C.N. Rys. <i>re</i> Order 31647. Jurisdiction.....	Dismissed.
31351-1	Luscar Collieries Ltd. vs. N.S. McDonald and C.N. Rys. Jurisdiction....	Dismissed.
32812-1	Governments of Alberta, Saskatchewan and Manitoba <i>re</i> Crows Nest Pass Rates.....	Allowed.
34285	C.N.R. Co. <i>re</i> through rates via St. John and Ste. Rosalie Gateways. Appeal allowed <i>re</i> movements through St. John and dismissed in respect of movements through Ste. Rosalie.....	Allowed (partly)
24822	Toronto Transportation Commission <i>re</i> bridge over C.N.R. tracks at Main St., Toronto, Ont.....	Dismissed.
4000-3	Montreal Tramways Co. against Order 42501 as amended by Order 42773. Jurisdiction.....	Dismissed.
16645-73	C.N. Rys. <i>re</i> opening for traffic, portion of its line, Willingdon to Strathcona, Alta. Law and jurisdiction.....	Dismissed.
6713-213	B.C. Electric Ry. Co. from Order 42808. Jurisdiction.....	Dismissed.
34123-74	Government of Alberta <i>re</i> tariffs on grain and flour to Fort William, Westport, and Armstrong and to Vancouver. Question of law.....	Dismissed.
9437-319-7	M.L.H. & P. Consolidated, B.T. Co., Montreal Tramways Co., and Montreal Tramways Commission, <i>re</i> subway at D'Argenson St., Montreal. Question of law.....	Dismissed.
9437-319-13	M.L.H. & P. Consolidated, B.T. Co., Montreal Tramways Co. and Montreal Tramways Commission, <i>re</i> St. Antoine St. subway, Montreal. Question of law.....	Dismissed.
9437-319-16	M.L.H. & P. Consolidated, B.T. Co. and City of Montreal, <i>re</i> proposed line between Longue Pointe and Eastern Junction, P.Q., C.N. Rys. Law and jurisdiction.....	Dismissed.
32453-11	B.T. Co. <i>re</i> St. Clair Ave. Subway, Toronto, Ont. Law and Jurisdiction....	Dismissed.
20161	B.T. Co. <i>re</i> grade separation, Hamilton, Ont. Law and Jurisdiction.....	Dismissed.
C. 4704	Canadian Electrical Association and the Ontario Hydro Electric Comm. against General Order 490, amending rules for wires erected along and across railways. Law and Jurisdiction.....	Dismissed.
27929-40	P.M. Ry. Co. and Lake Erie and Detroit River Ry. Co. from Order 48736. Jurisdiction.....	Allowed.
37756	City of Toronto, Ont. <i>re</i> Eglinton Ave. Bridge in Village of Forest Hill, Ont. Jurisdiction.....	Allowed.
26782-21	Quebec Ry. L. & P. Co. <i>re</i> Charlesbourg Road Subway. Law and Jurisdiction.....	Dismissed.
35594	City of Windsor, Ont., <i>re</i> Bridge over C.N. Rys. on Sandwich St., Walkerville, Ont. Jurisdiction.....	Dismissed.
38702	C.P.R. Co. vs. C.N. Rys. against Order 50139, in matter of an agreement dated Jan. 29th, 1929. Question of law.....	Dismissed.
38556	Elizabeth Berg and Penn Coals Ltd. <i>re</i> compensation in respect of coal mines and minerals in and under right-of-way of Northern Alberta Railways Co.....	Dismissed.
17716	City of Montreal, P.Q. <i>re</i> removal by C.P.R. Co. of structures and works erected at certain streets in City of Montreal along proposed branch line to be built through Prefontaine, Maisonneuve, and Mercier Wards and never completed. Question of law.....	Dismissed.
588-59	City of Toronto, Ont. <i>re</i> subway structures at Carlaw and Gerrard Streets. Jurisdiction.....	Dismissed.
34822-40	Provinces of Nova Scotia, New Brunswick and Prince Edward Island, the Transportation Commission of the Maritime B. of T., the Halifax B. of T., the St. John B. of T., the Perth County B. of T., the Victoria County B. of T., Associated Shippers of N.B., the P.E.I. Potato Growers' Association, Porter Bros. Ltd., and Austin Scales, <i>re</i> rates on potatoes. Law and Jurisdiction.....	Dismissed.

## SUMMARY

Dismissed.....	49
Allowed.....	13
Abandoned.....	4
Withdrawn.....	3
Pending.....	0
Total.....	69



## RECORDS BRANCH

LIST of references by Board for the opinion of the Supreme Court of Canada,  
from the inception of the Board to December 31, 1937

Location of section of branch line of C.P.R. Co. from Sudbury to Kleinburg, Ont.....	36 S C R 42
B.R.C. File No. 590.	
B.C. Elec. Ry. Co. re application of increased rates.....	not reported
B.R.C. File No. 21404.6.	
Application C.P.R. Co. re highway crossing at Angliers, P.Q.....	46 C R C 401
B.R.C. File No. 38839.	
Absorption of wharfage and other charges at Vancouver and Victoria, B.C.....	38 C R C 124
B.R.C. Files Nos. 33564.1 and 33564.5.	
Re Maritime Freight Rates Act.....	41 C R C 66
B.R.C. File No. 34822.	
Re contributions from the Railway Grade Crossing Fund, in the case of highway diversions, whereby rail level crossings which are not eliminated are relieved from a substantial volume of traffic....	40 C R C 110
B.R.C. File No. 26807.85.1.	

LIST of appeals to the Governor in Council from February 1, 1904, to  
December 31, 1937

File No.	Subject	Decision
389	Bay of Quinte Ry. crossing C.P.R. at Tweed, Ont.....	Allowed.
1455	James Bay Ry. Co. vs. G.T.R. Co. crossing near Beaverton, Ont.....	Dismissed.
1781	G.T.R. Co. vs. City of Chatham, Ont. Street crossings.....	Dismissed.
12992	Maniwaki Branch, C.P.R. train service from Ottawa.....	Referred back.
2030	Tariffs of certain Yukon Railways.....	Dismissed.
17716	C.P.R. Co. Longue Pointe spur, Maisonneuve, P.Q.....	Dismissed.
18787	South Hazelton Townsite vs. G.T.P.R. Co.....	Referred back.
3452-30	J. T. Rochester vs. G.T.P.R. Co. re Cameron Bay.....	Dismissed.
12912	Park Ave. Subway, Saint Louis P.Q.....	Dismissed.
17040	Lambton to Weston Spur and C.P.R. Co.....	Abandoned.
C. 3322	Toronto Viaduct Case.....	Dismissed.
12021-70	City of Toronto re North Toronto Grade Separation.....	Dismissed.
16177	C.P.R. Co. vs. Mountain Lumber Manufacturers' Association re lumber rates.....	Withdrawn.
19024	Charles Miller of Toronto vs. G.T.P.R. Co. re station at Prince George, B.C.....	Dismissed.
17716-10	C.P.R. Co. vs. Town of Maisonneuve, P.Q., highway crossing.....	Dismissed.
22681-25	City of Montreal, P.Q., vs. C.N.R. Co. siding across Stadacona and Marlboro Streets, Montreal, P.Q.....	Abandoned.
21418	City of Prince George B.C., re location of G.T.P.R. Co. station between Oak and Ash Streets.....	Dismissed.
1660	C.N.O.R. Co. vs. Township of Loughboro, Ont.....	Dismissed.
26169	C.P.R. and C.N.R. Cos. re interswitching at Eastern Public Cattle Market, Montreal, P.Q.....	Abandoned.
17040	C.P.R. Co. re Lambton to Weston Spur. (2nd Appeal).....	Referred back.
27693	City of Hamilton, Ont. vs G.T.R. Co. re passenger service on Northern & N.W. Branch between Hamilton and Burlington Beach and Town of Burlington, Ont.....	Abandoned.
27840	Winnipeg B. of T. re 15 p.c. increase in freight rates.....	Dismissed.
28439-3	Town of Saint Lambert, P.Q., re increase in rates on M. & S.C. Ry.....	Dismissed.
28230	City of Hamilton, Ont. Re Kinnear yard.....	Referred back.
29040-2	National Dairy Council of Canada on behalf of Ice Cream Manufacturers re classification of ice cream.....	Referred back.
C. 955	Proprietors' League of Montreal, P.Q. re increase in Bell Telephone Co's. rates.....	Dismissed.
30434	City of Windsor, Ont. against Order 30028 re C.P.R. freight shed across Caron Ave., Windsor, Ont.....	Dismissed.
29996	City of Toronto, Ont. against General Order 308, re general increase in freight rates.....	Referred back.
C. 955	City of Toronto, Ont. re increase in rates of the Bell Tel. Co.....	Referred back.
23092-2	C.N.Q. Ry. Co. against Order 31312 re crossing, Pointe aux Trembles Ry. at Pointe aux Trembles, P.Q.....	Referred back.
30380	City of Toronto, Ont. re Express rates.....	Dismissed.
30380-13	National Dairy Council of Canada re 20% increase in cream rates.....	Referred back.

## RECORDS BRANCH

List of appeals to the Governor in Council, from February 1, 1904, to  
December 31, 1937—*Concluded*

File No.	Subject	Decision
17112-27	Dominion Millers' Ass'n. in the matter of flour arbitraries over wheat for export.....	Dismissed.
29040-2	National Dairy Council of Canada <i>re</i> express classification of ice cream.....	Dismissed.
30686-2	Provinces of Alberta and British Columbia against General Order 366, railway tolls.....	Dismissed.
30380-13	National Dairy Council of Canada <i>re</i> 20% increase in cream rates.....	Referred back.
3023-16	N. St. C. & T. Ry. Co. <i>re</i> location of its line on Oak and Merritt Streets, Merritt, Ont.....	Allowed.
C. 955-71	The Government and Attorney General of Ontario, the Cities of Montreal, Toronto, Hamilton, Ottawa and Brantford and the Union of Canadian Municipalities from Board's Order No. 38777, <i>re</i> telephone rates.....	Withdrawn.
32812-1	Governments of Alberta, Saskatchewan and Manitoba, <i>re</i> Crows Nest Pass Rates.....	Dismissed.
9754-22	Canadian Shippers' Traffic Bureau against Order 36646, <i>re</i> claim against G.T.R. Co. in matter of freight overcharges.....	Allowed.
30686-2	Governments of Alberta and Saskatchewan <i>re</i> rates on grain and flour to the Pacific Coast for export.....	Dismissed.
34123	United Farmers of B.C., Fraser Valley District Council, <i>re</i> General Order 448 and freight rates on grain and grain products moving over C.P.R. and C.N. Rys.....	Referred back.
490-3	Consumers Glass Co., Ltd., Montreal, P.Q. <i>re</i> freight rates on glass bottles and jars.....	Dismissed.
38316	Lakeside Milling Co. Ltd., Toronto, Ont., on behalf of itself and all other inland grain millers in Ontario <i>re</i> tariffs on grain and grain products.....	Dismissed.
36800-1	Employees of Michigan Central Ry. Co. (N.Y.C. R.R. Co., lessee) at Montrose, Ont. and others, from Order No. 48890 in matter of alleged abandonment of the Montrose yards.....	Abandoned.
38625	Parish of Notre Dame du Bon Conseil, P.Q., vs. C.N. Rys. <i>re</i> crossing at Mitchell Station, P.Q.....	Dismissed.
39310-9	Town of Nicolet, P.Q. and His Worship Mayor H. N. Biron of Nicolet, <i>re</i> abandonment of operation of that portion of the Nicolet Subdivision of C.N. Rys. between St. Leonard Jct. and Nicolet.....	Pending.
24271-1	The Attorney General of the Province of British Columbia, the Fraser Valley Surrey Farmers' Co-operative Assn. and the District E Farmers' Institute of B.C. against Order 51669, <i>re</i> reduction in freight rates on feed grain and mill feeds.....	Pending.
39309-3	Province of New Brunswick <i>re</i> abandonment of portion of N.B. Southern Ry. (C.P.R. Co. lessee), known as Shore Line Subdivision, between Shore Line Junction and Bonny River, a distance of 28-8 miles.....	Dismissed.
		Dismissed.

## SUMMARY

Dismissed.....	26
Allowed.....	3
Referred back.....	11
Withdrawn.....	2
Abandoned.....	5
Pending.....	2
Total.....	49

## APPENDIX "F"

GENERAL ORDERS AND CIRCULARS ISSUED BY THE BOARD  
DURING THE YEAR ENDED DECEMBER 31, 1937.

## GENERAL ORDER No. 561

*In the matter of the consideration of the question of the disposal of liquid residue from compressed gas storage tanks, gas tanks attached to passenger or other rolling stock, gas service pipe lines, compressed gas tanks, cylinders or bottles permanently carried on cars, portable compressed gas cylinders or any other container or pipe line owned or operated by railway companies subject to the jurisdiction of the Board, or other person or persons on railway property, in such manner as to prevent the escape or entrance of such liquid into sewers, drains, rivers, creeks, or waterways.*

File No. 1717.1.5

TUESDAY, the 27th day of April, A.D. 1937.

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*S. J. McLEAN, *Assistant Chief Commissioner.*F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*J. A. STONEMAN, *Commissioner.*G. A. STONE, *Commissioner.*

Upon reading the submissions filed on behalf of the Temiskaming and Northern Ontario Railway, Algoma Central and Hudson Bay Railway Company, Pere Marquette Railway Company, New York Central Railroad Company, and the Railway Association of Canada; and upon the report and recommendation of the Chief Operating Officer of the Board,—

*It is ordered:* That free liquid residue from compressed gas storage tanks; gas tanks attached to passenger or other rolling stock; gas service pipe lines; compressed gas tanks, cylinders, or bottles permanently carried on cars; portable compressed gas cylinders, or any other container or pipe line owned or operated by a railway company subject to the jurisdiction of the Board, or other person or persons on such railway property, must be disposed of in such manner as to prevent the escape or entrance of such liquid into sewers, drains, rivers, creeks, or waterways.

2. That the regulation herein prescribed shall not apply in connection with the disposal of water used for hydraulic pressure tests of tanks on passenger equipment and refrigerator cars, and portable compressed gas cylinders, after free liquid residue has been drained therefrom.

H. GUTHRIE,  
*Chief Commissioner.*

## GENERAL ORDER No. 562

*In the matter of the application of the Canadian Freight Association, under Section 322 of the Railway Act, for approval of proposed Supplement No. 10 to Canadian Freight Classification No. 18, on file with the Board under file No. 33365.110.*

THURSDAY, the 13th day of May, A.D. 1937.

HON. HUGH GUTHRIE, K.C., *Chief Commissioner.*

S. J. McLEAN, *Assistant Chief Commissioner.*

G. A. STONE, *Commissioner.*

Whereas notice has been given by the Canadian Freight Association in the *Canada Gazette*, as required by section 322 of the Railway Act, and copies of the said supplement furnished to the parties named in the General Orders of the Board Nos. 271, 348, 353, 469, and 471, with the request their objections, if any, be filed with the Board within thirty days,—

Upon consideration of the objections filed, and upon hearing the application at the sittings of the Board held in Toronto on April 22, 1937, the Canadian Freight Association, Canadian Manufacturers' Association, Montreal Board of Trade, Toronto Board of Trade, Canadian Top & Body Corporation, Tilbury, Beach Motors, Ottawa, Babcock-Wilcox & Goldie-McCulloch, Galt, Waterous Limited, Brantford, E. Leonard & Sons, London, and Dominion Bridge Company, Montreal, being represented at the hearing, and what was alleged,—

*The Board orders:* That the said proposed Supplement No. 10 to Canadian Freight Classification No. 18, be, and it is hereby, approved, for consolidation with Canadian Freight Classification No. 18 and supplements thereto, the new consolidated Freight Classification to be issued as Canadian Freight Classification No. 19, subject to the following changes and additions, namely:—

(a) Item 34, page 38, of Supplement 10, covering ratings on air cleaners, coolers, heaters, etc., to be also added to the electrical appliances and supplies list.

(b) Items 10 and 12, page 42, of Supplement 10, covering ratings on passenger trailer cars or carts, to be transferred to the non-self propelling list of vehicles, and the minimum charge of 5,000 pounds each to be changed to read, "4,000 pounds each."

(c) Items 10, 12, and 14, page 2, of Supplement 8 to be amended to read:—

"Boats, Canoes and Launches:

Canoes, dinghies, row boats or skiffs, canvas, fibre, steel or wood, S.U., with or without power or sails:—

Loose . . . . . 4 t 1

Packed in hay, straw, excelsior, or similar packing and burlapped, or in boxes or crates:—

Not nested . . . . . 2½ t 1

Nested . . . . . D 1

Sectional, folded, or sections placed one within another . . . . . D 1

C.L., min. wt. 10,000 lbs., Rule 7 . . . . . 2

Launches, sail boats or yachts:—

With power installed . . . . . D 1

Without power . . . . . 2½ t 1

C.L., min. wt. 10,000 lbs., Rule 7 . . . . . 2"

(d) Belting and sprocket chains, as per Items 2 to 4, page 157 of Classification No. 18, to be added to the agricultural implement parts, other than hand, list.

(e) Snow plough attachments, as per Item 6, page 273, of Classification No. 18, to be added to the grading and roadmaking implements list.

H. GUTHRIE,  
*Chief Commissioner.*



## GENERAL ORDER No. 563

*In the matter of the application of the Canadian Freight Association, on behalf of railway companies subject to the jurisdiction of the Board, under section 348 of the Railway Act, for an Order approving a new form of "Release" in connection with wearing apparel and personal effects, in trunks, on file with the Board under file No. 8954.*

THURSDAY, the 13th day of May, A.D. 1937.

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*

S. J. McLEAN, *Assistant Chief Commissioner.*

G. A. STONE, *Commissioner.*

Upon reading what is filed in support of the application, and the report of the Chief Traffic Officer of the Board,—

*It is ordered as follows, namely:—*

1. That the said form of "Release," being a form of special contract limiting the liability of the carrier in respect of the carriage of the undermentioned traffic, on file with the Board under file No. 8954, be, and it is hereby, approved, the said form being in the terms following:—

“RELEASE FORM FOR WEARING APPAREL AND PERSONAL EFFECTS IN TRUNKS

..... Railway

RELEASE OF RESPONSIBILITY

IN CONNECTION WITH THE

*Transportation of clothing, wearing apparel and personal effects (all second-hand) in trunks, securely corded*

..... 19....

Consignee and Destination	Description of Shipment
---------------------------	-------------------------

“READ THIS SPECIAL CONTRACT”

In consideration of the ..... Railway Company receiving the above-mentioned trunk (or trunks) at ..... Station for carriage to ..... and waiving further protection than is afforded by the cording thereof, which cording I hereby declare to be good and secure, I do hereby undertake that no claim in respect to injury to or loss of the said property, or any of it will be made against the said Company, and its connections, or any of them, exceeding the amount of Ten (10) cents per pound, whether such loss or injury is occasioned by the negligence of the Company, its servants or agents or otherwise.

..... Shipper.

*This Release to be filed with Shipping Bill by Shipping Agent.”*

2. That all railway companies under the jurisdiction of the Board be, and they are hereby, directed to discontinue the use of their present forms of "Release" limiting their liability with respect to the carriage of the property referred to in section No. 1 of this order, and to substitute therefor the form herein prescribed until otherwise ordered by the Board.

3. That the Canadian Freight Classification, also, if necessary, any special tariffs affected by these provisions, be amended so as to conform to this order.

4. That General Order No. 123, dated March 19, 1914, made herein, be, and it is hereby, rescinded.

H. GUTHRIE,  
*Chief Commissioner.*

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GENERAL ORDER No. 564

*In the matter of the application of the Railway Association of Canada on behalf of the railway companies hereinafter particularly referred to, under Section 348 of the Railway Act, for an Order prescribing the attached terms and conditions as the terms and conditions upon which persons shall be carried on passes of the said companies.*

File No. 496.43

FRIDAY, the 20th day of August, A.D. 1937.

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*

S. J. McLEAN, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

Upon reading the application and what is alleged in support thereof,—  
*It is ordered:*

1. That the terms and conditions upon which persons holding passes shall be carried on the railways hereinafter mentioned shall be those which are set forth in the schedule annexed hereto; the names of such companies being as follows:—

Algoma Central and Hudson Bay Railway  
Canadian National Railways  
Canadian Pacific Railway  
Dominion Atlantic Railway  
Grand River Railway  
Lake Erie and Northern Railway  
London and Port Stanley Railway  
Maritime Coal, Railway and Power Company  
Napierville Junction Railway  
Nipissing Central Railway  
Northern Alberta Railways  
Quebec Central Railway  
Temiscouata Railway  
Toronto, Hamilton and Buffalo Railway  
Wabash Railway  
White Pass and Yukon Route.

2. That General Orders Nos. 513 and 513-A, dated respectively June 1, 1933, and June 16, 1933, so far as they apply to the said railways, be, and they are hereby, rescinded; provided, however, that the rescission of such orders shall not be deemed to affect the validity of the terms and conditions authorized

by the said orders on or in respect of annual or other term or trip passes issued before and used after the effective date of this order until the expiration or other termination thereof.

3. That the provisions of this order become effective as of and from January 1, 1938.

4. That this order together with the terms and conditions be published for three weeks in the *Canada Gazette* pursuant to the provisions of section 50 of the Railway Act.

H. GUTHRIE,  
*Chief Commissioner.*

#### CONDITIONS

Not transferable; revocable at any time; void if altered or presented by other than a person designated herein.

The user assumes all risk of death, injury, loss or damage to the user's person or property, whether due to negligence or otherwise, and neither the user nor any other person whosoever shall have any right or claim against the issuing company, its servants or agents, or any company or railway on whose lines or trains this pass may be honoured, or its servants or agents, in respect of or arising out of any such death, injury, loss or damage.

This pass shall be used only in accordance with the law. I hereby declare that each of the persons designated herein is entitled by law to receive free transportation.

.....  
*Holder*

#### GENERAL ORDER No. 565

*In the matter of the application of the General Chemical Company, of the City of New York, in the State of New York, for an Order amending the Regulations for the Transportation by Freight of Dangerous Articles other than Explosives, prescribed by General Order No. 203, dated August 11, 1917.*

File No. 1717.1.12

WEDNESDAY, the 27th day of October, A.D. 1937.

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*

S. J. McLEAN, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Upon reading what is filed in support of the application and on behalf of the Railway Association of Canada; and upon the report and recommendation of the Chief Operating Officer of the Board,—

*It is ordered:* That the Regulations for the Transportation by Freight of Dangerous Articles other than Explosives be, and they are hereby, amended as follows, namely:—

(a) by striking out paragraph 2 of Regulation No. 1852 (a), which reads—

“The necks of all carboys must be protected by wooden or metal hoods securely attached to the boxes.”

(b) by striking out the words “and neck protectors well secured,” in Regulation No. 1895 (b).

S. J. McLEAN,  
*Assistant Chief Commissioner.*

## GENERAL ORDER No. 566

*In the matter of the applications of the United States and Canadian carriers regarding freight tariffs filed with the Board covering traffic between points in Canada and points in the United States; between points in the United States through Canada; and import and export traffic between Canadian and United States ports and stations in Canada and the United States.*

File No. 39422

MONDAY, the 1st day of November, A.D. 1937.

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*S. J. McLEAN, *Assistant Chief Commissioner.*J. A. STONEMAN, *Commissioner.*G. A. STONE, *Commissioner.*

WHEREAS the Interstate Commerce Commission, by its Order dated Washington, D.C., October 19, 1937, has granted carriers operating in the United States of America certain increases in rates and charges, including international rates so far as they are subject to the jurisdiction of the said Commission, as set out in a report of the said Commission made part of its order, and, by Special Permission No. 164330, has granted the carriers authority to publish the said rates to become effective five days after the filing thereof with the Interstate Commerce Commission;

AND WHEREAS the United States and Canadian carriers have made application to increase international freight rates and charges between points in Canada and points in the United States, also import and export rates between Canadian and United States ports and stations in Canada and the United States, to the extent set forth in the report of the Interstate Commerce Commission;

AND WHEREAS the applicants have also requested authority to make the said rates effective on five days' notice after the filing thereof with the Board in respect of the rates referred to in the preceding paragraph hereof, as well as in respect of the rates applying on traffic carried between points in the United States through Canada;

AND WHEREAS it is deemed by the Board to be expedient in the public interest that the continuity of joint through rates from points in the United States to points in Canada, and vice versa, should be preserved; as well as to maintain port relationships on import and export traffic—

THEREFORE, in pursuance of the powers conferred upon it by Section 325 of the Railway Act, and of all other powers possessed by the Board in that behalf—

*It is ordered:*

1. That the proportions of through rates and charges between the United States and Canada, in both directions, in effect on the date of this Order, accruing within Canada, may be increased to the extent that the through rates and charges shall conform to the increases authorized by the said order of the Interstate Commerce Commission.

2. That the rates contained in freight tariffs applicable on import and export traffic moving through Canadian and United States ports to and from stations in Canada and the United States, when such import and export rates are constructed in relationship to those applicable within the United States, may likewise be increased to the extent authorized by the said Order of the Interstate Commerce Commission.

3. That the rates and charges increased under the provisions of Sections 1 and 2 hereof, as well as the rates applying on traffic carried between points in



the United States through Canada, may be published and filed to become effective five days after the filing thereof with the Board, subject to the proviso that the resulting rates, in all respects, shall be subject to complaint and investigation and determination as to the lawfulness of schedules, rates or charges, as provided by the Railway Act.

H. GUTHRIE,  
*Chief Commissioner.*

### GENERAL ORDER No. 567

*In the matter of the General Order of the Board No. 131, dated 6th July, 1914, as amended by General Order No. 516, dated 17th August, 1933, requiring railway companies subject to the jurisdiction of the Board, inter alia, to equip their locomotives with double windows in the front of the cabs during the winter season, November 1st to April 30th; the same to be made air-tight.*

File No. 21351

TUESDAY, the 23rd day of November, A.D. 1937.

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*

S. J. McLEAN, *Assistant Chief Commissioner.*

G. A. STONE, *Commissioner.*

Upon reading the application of the Railway Association of Canada for an amendment to the said General Order No. 131 in order to permit the use of new devices when it is practical and desirable to do so; and reading what has been filed on behalf of the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen; and upon the report and recommendation of the Chief Operating Officer of the Board,—

*It is ordered:* That the said General Order No. 131, dated 6th July, 1914, be, and it is hereby, further amended by striking out the last paragraph thereof and substituting therefor the following, namely:—

*"5. And it is further ordered that during the winter season, November 1 to April 30, front windows of locomotive cabs must be equipped with double windows, the same to be made air-tight; or with an air jet defroster acting upon a single pane of glass; or such other device as may be approved by the Board, for the purpose of preventing the frosting over of front windows."*

H. GUTHRIE,  
*Chief Commissioner.*

### CIRCULAR No. 240

*File No. 25434.8—Flag Protection by Member of Train Crew Against Switching Movements Over Certain Highway Crossings*

April 19, 1937.

I am directed by the Board to inform railway companies subject to its jurisdiction that where instructions require that all switching movements over a highway crossing shall be protected by a member of the train crew, these instructions include the movements of the engine over the crossing either before, during or after the switching movements take place.

By Order of the Board,

P. F. BAILLARGEON,  
*Secretary.*

## CIRCULAR No. 241

*File No. 28638.2—Location of Refinery, Oil and Gasoline Plants, Etc., on or Adjacent to Railway Property*

September 7, 1937.

In order that the Board's records may be correct concerning refinery, oil and gasoline plants, etc., it is requested that when any changes to present installations, or new or additional installation, are made in connection with loading or unloading plants, pipe lines, storage tanks, refineries, on or adjacent to railway property, or served by railway facilities, the railway company will kindly arrange, before such changes or installations are commenced, to furnish the Board with three copies of blue-prints, shewing all details in connection with such changes or installations for the approval of the Board.

Further, that the provision of this circular will be considered as in effect from September 1, 1937.

By Order of the Board,

P. F. BAILLARGEON,  
*Secretary.*













~~ENDING~~ DING SECT. MAR 16 1982



